

Cheltenham, Gloucester and  
Tewkesbury Councils

**SA1 - Innsworth**

Infrastructure Delivery Position  
Statement

Issue | 20 November 2015

This report takes into account the particular instructions and requirements of our client.

It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Job number 245546-00

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**ARUP**

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# 1 Summary of Infrastructure Risk

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This statement has been produced to set out the current position in terms of infrastructure requirements for the proposed Site Allocation at Innsworth.

The statement draws upon a number of resources including planning application supporting material and detailed discussions with the site promoters and service providers undertaken in September / October 2015. Through this process, the document identifies any risks to the delivery of infrastructure and create a strategy to mitigate these risks. This will then inform the inspector at the examination of the Gloucester, Cheltenham and Tewkesbury Joint Core Strategy.

For the purposes of the examination, the National Planning Practice Guidance (NPPG) only requires specific infrastructure requirements to be identified for the first five years of the plan period. This is set out in paragraph 018, reference 12-018-20140306 (Nov 2015).

*“The Local Plan should make clear, for at least the first five years, what infrastructure is required, who is going to fund and provide it, and how it relates to the anticipated rate and phasing of development... For the later stages of the plan period, less detail may be provided as the position regarding the provision of infrastructure is likely to be less certain.”*

As such, this statement focuses on the infrastructure required to ensure delivery during the first five years of the plan period, although where information has been available, the longer term needs are presented, although may be subject to change due to market forces. Where information was not available, reflecting scheme development, infrastructure needs, triggers and costs have been estimated.

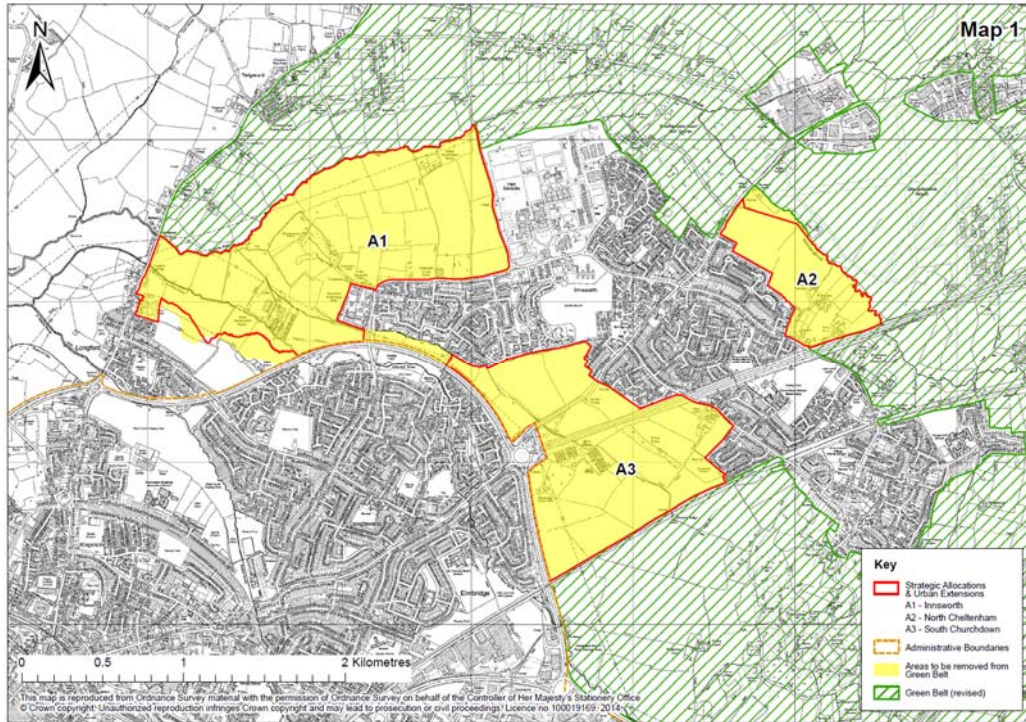
The review and consultation undertaken has revealed the following headline issues with regards to infrastructure:

- Costs of site enabling works such as new junctions from A40 and Frogfurlong Lane, will be incurred by the developer these are anticipated circa 2018/19. The A40 Junction is anticipated following the delivery of the 400<sup>th</sup> home onsite (currently programmed for 2021), whilst the other junctions are anticipated to be delivered in the first phases of development prior to 2020. Walking and cycling links would follow the implementation of these works.
- Strategic improvements to the road network are required, however these are yet to be fully defined. The timescale for delivery is unknown.
- A bus diversion has been agreed in principle with the service provider. This would be implemented once there is sufficient demand for a service, and is likely to be delivered after the first development phase circa 2021.
- A new two-form of entry primary school will be provided onsite by the developer. The arrangements for secondary school provision are yet to be determined; this may come in the form of a combined site solution between Site Allocations A1, A2 and A3, or as an off-site contribution. It is assumed the delivery of these facilities will follow the implementation of the site enabling transport works circa 2019/20.

Immediate Site Enabling Works						Infrastructure Trigger												Notes
Project Title	Risk to SA Delivery	Project Status	Contribution Type	Estimated/ Agreed Cost	Lead Organisation	2015-2020				2021-2025				2026-2031				
New A40 Junction		Agreed in principle	Onsite	Cost to developer	Developer													Anticipated following the delivery of the 400th housing unit onsite
Frogfurlong Lane - New Junction Roundabout		Agreed in principle	Onsite	Cost to developer	Developer													
New Innsworth Junction Roundabout x2		Agreed in principle	Onsite	Cost to developer	Developer													
<b>Strategic Network Improvement Works</b>																		
Strategic road network improvements		Ongoing discussions	Offsite	Unknown	Gloucestershire County Council													
<b>Public Transport</b>																		
97/98 Bus Diversion		Agreed in principle	Offsite	Cost to Service Provider	Service provider													
<b>Walking &amp; Cycling</b>																		
Enhancement of pedestrian and cycle facilities and links.		Agreed in principle	Offsite	Cost to developer	Developer													Works would follow implementation of the A40 works.
<b>Education</b>																		
Two-form of entry primary school		Ongoing discussions	Land or property	Cost to developer	Developer													To be provided on site by the developer
Off-site secondary school provision		Ongoing discussions	Offsite	Unknown	Developer													Potential for onsite or offsite contribution or combined solution between A1, A2 & A3 Assumed if off-site contribution - payments will be staged appropriately.
<b>Healthcare</b>																		
New GP Surgery		Agreed in principle	Land or property	Cost to developer & service provider	Developer													
<b>Community &amp; Culture</b>																		
Library Contribution		Ongoing discussions	TBC	Unknown	Developer													Potential for onsite or offsite contribution or combined solution between A1, A2 & A3 Assumed if off-site contribution - payments will be staged appropriately.
Community Centre Provision		Ongoing discussions	TBC	Unknown	Developer													
<b>Open Space, Sport &amp; Recreation</b>																		
New Neighbourhood Equipped Area of Play		Agreed in principle	Land or property	Cost to developer	Developer													
New Local Equipped Area of Play x2		Agreed in principle	Land or property	Cost to developer	Developer													

## 2 Strategic Allocation Key Data

### 2.1 Location & Extent of Allocation



Source: Joint Core Strategy Proposals Map, A1 shows the extent of the Innsworth allocation. (JCS Authorities, 2015)

### 2.2 Key Data

Innsworth SA1	
<b>Gross Site Area</b>	164.27 hectares
<b>Extent of Residential Area</b>	55.71 hectares
<b>Extent of Employment Area</b>	9.1 hectares
<b>Housing Allocation</b>	1250
<b>Estimated Total Population (by 2031)</b>	2350
<b>Developer</b>	Robert Hitchins Limited
<b>Lead Technical Support</b>	Pegasus Planning
<b>Joint Developer Working Arrangements (if relevant)</b>	Not relevant
<b>Site Status</b>	Outline Application submitted 6/7/15 (15/00749/OUT) Outline Application refused 2007. Appeal upheld the decision. (07/00680/OUT)

## 2.3 Proposed Scale & Mix of Development

The Site Allocation Policy SA1, as set out on page 127 of the Joint Core Strategy, (based upon assumptions used in IDP) sets out a site capacity at Innsworth of 1250 homes, with 9.1 hectares of employment space.

The masterplan (shown below) submitted as part of the most recent outline planning application for the site (Application Reference 15/00749/OUT) proposes a mixed use development with up to 1,300 dwellings and 8.31 hectares of land for employment.



Source: Indicative Masterplan submitted with App. No. 15/00749/OUT (Pegasus, 2015)

## 2.4 Proposed Build Out Trajectory & Population Growth

The table below shows the phases of development as set out in the JCS Authorities' Written Statement regarding Matter 8: Site Allocations (Page 35).

	<b>Gross Site Capacity</b>	<b>2015-2020 (dwellings)</b>	<b>2020-2025 (dwellings)</b>	<b>2025-2030 (dwellings)</b>
<b>Dwellings</b>	1250	25	405	750

Source: JCS Authorities (2015)

The Written Statement states *“A likely annual completion rate of 120 units. It is expected that the first units will be delivered in the monitoring year 2018/19”* (Page 27).

The Statement of Common Ground between Pegasus Group on behalf of Robert Hitchins (the developer) and the JCS Authorities sets out *“18 months after granting outline planning permission, completions will average 120 dwellings a year, until the site is complete.”*

### 3 Infrastructure Requirements

This section of the statement sets out the current position in terms of infrastructure requirements on the site, drawing from a number of resources and the outcomes of detailed discussions with the site promoters and service providers undertaken in September / October 2015.

Alongside these discussions, the following reference documents and planning application supporting material form the basis of this position statement:

- **JCS Infrastructure Delivery Plan (IDP)** (Arup, 2014)
- **Matter 8: Strategic Allocations - Joint Core Strategy (JCS) Authorities Written Statement** (Gloucester City, Cheltenham and Tewkesbury Borough Councils, 2015)
- **Matter 8: Strategic Allocations - Statement of Common Ground (SoCG) with Pegasus on Behalf of Robert Hitchins concerning land at Strategic Allocation A1 Innsworth** (Pegasus Group, 2015)
- **Material Supporting Planning Application 15/00749/OUT – Environmental Statement, Design and Access Statement** (Pegasus Group, 2015)
- **Material Supporting Planning Application 07/00680/OUT - Environmental Statement, Design and Access Statement** (Pegasus Group, 2007)
- **Appeal Decision Statement for Planning Application 07/00680/OUT – Appeal Reference APP/G1630/A/09/2097181** (DCLG 2010)

Utilising this information the statements clearly identify where positions are agreed and where inconsistency may exist between site promoters and requirements of service providers (e.g. GCC Highways).

#### 3.1 Identification of Priority Infrastructure

In order to identify the infrastructure components that are of most importance in the delivery of the strategic allocation, the various infrastructure sectors and specific projects within them are defined as either critical, essential or desirable infrastructure. This reflects the categories applied in the IDP and seeks in particular to identify infrastructure of most importance in the early phases of the development (e.g. first five years).

- **Critical Infrastructure:** Sectors and projects that the IDP has identified which must happen to enable the delivery of growth within the JCS.
- **Essential Infrastructure:** Sectors and projects that are required if growth is to be achieved in a timely and sustainable manner.
- **Desirable Infrastructure** – Sectors and projects that are required for sustainable growth but are unlikely to prevent development in the short to medium term.

Each infrastructure sector, sub sector and individual projects has been evaluated against these categories. With the use of a simple traffic light system, the position



statements identify any gaps or disconnects between the position of the site promoter and service providers (e.g. education) that are deemed critical to delivery. The traffic light system is used as a simple way to summarise the current position and focus the reader's attention to key delivery issues as follows:

- **red** - indicates a significant disconnect and/or difference of opinion between what service providers expect and what site promoters are proposing.
- **amber** - indicates a lack of information from service providers or site promoters, and/or ongoing discussions between parties to reach agreement. Where this is deemed a potential risk to delivery, this is highlight within this position statement.
- **green** - indicates a fully funded package of deliverable solutions is agreed between service providers and promoters for the first 5 years of completions if the infrastructure is deemed critical or a strategy is emerging if the infrastructure is essential or desirable.

## 3.2 Critical Infrastructure: Transport

Transport	Risk to SA Delivery
<b>Highways – Immediate Site Enabling Works (First 5 years)</b>	
<p><b>Projects</b></p> <ul style="list-style-type: none"> <li>• New A40 Junction and link road.</li> <li>• New roundabout from Frogfurlong Lane.</li> <li>• Two new roundabouts from Innsworth Lane.</li> </ul> <p>An outline application (07/00680/OUT) was submitted in 2007 proposing an urban extension of 1750 dwellings. The application was refused and went to appeal. In the Appeal Decision (2010) for the application 07/00680/OUT, it was agreed by all parties that the traffic implications of the development provides no basis for rejecting the proposal. (Para 57 of Decision Statement).</p> <p>An outline application (15/00749/OUT) was submitted in 2015, proposing 1300 dwellings and 8.31 hectares of employment land.</p> <p>As part of the discussions between the developer and other parties, it has been agreed that four vehicular access points are required to enable the development of this site. The proposed accesses are; a signalled junction from the A40 Gloucester Northern Bypass, a roundabout from Frogfurlong Lane and two new roundabout accesses from Innsworth Lane. The form of these accesses is yet to be agreed, the above is as proposed by the developer.</p> <p>The junction from the A40 is anticipated following the delivery of the 400<sup>th</sup> housing unit onsite. It has been agreed between the developer, Highways England and Gloucestershire County Council (the highways authority), that the traffic implications of development have been carefully considered and no significant detrimental impact would occur as a result of the development.</p>	
<b>Highways - Strategic Network Improvement Works</b>	
<p>Further transport modelling is being undertaken to assess localised and strategic impacts of development allocations within the JCS to inform an appropriate package of mitigation measures. Work is being progressed in partnership between the district councils, county council and Highways England.</p>	
<b>Public Transport</b>	
<p><b>Projects</b></p> <ul style="list-style-type: none"> <li>• Diversion of service 97/98 into site following A40 junction works.</li> </ul> <p>Following discussions with a local public transport operator as part of the development associated with planning application 15/00749/OUT, Stagecoach, it is proposed that the existing bus service, 97/98, will be diverted into the site. This will occur once the link road from the A40 is complete, providing access into Gloucester’s city centre.</p>	
<b>Walking &amp; Cycling</b>	
<p>It is proposed by the developer in application 15/00749/OUT to enhance routes from the site to the south, whilst footpath connections will link to the Gloucestershire Way, providing opportunities for recreation.</p> <p>Once the new A40 link road is created, taking relief from Innsworth Lane, pedestrian and cycling facilities can be enhanced.</p>	

<b>Other</b>	
<p>The neighbourhood centre proposed as part of 15/00749/OUT, located off Innsworth Lane, will be accessible to both the occupiers of proposed development and existing community. Access to this can be achieved immediately. Improvements to Innsworth Lane would improve walking and cycling between the new centre and the existing community.</p>	

### 3.3 Critical Infrastructure: Flood, Water & Waste Water

Flood, Water & Waste Water	Risk to Delivery
<b>Strategic Flood Defence (Offsite)</b>	
<p>No strategic flood defences are required are required to enable the development.</p>	
<b>Flood Defence (Onsite)</b>	
<p>In 2010, Paragraph 71 of the appeal (07/00680/OUT) states that the implementation of a drainage strategy would ensure there would be no increase in surface water run-off rates from the appeal site and no related off site impacts. This is also agreed by the Environment Agency. In 2015, a full Flood Risk Assessment and Drainage Statement was submitted with planning application 15/00749/OUT.</p>	
<b>Potable Water Supply</b>	
<p>A Utility Statement has been submitted with the planning application 15/00749/OUT. It states that Severn Trent Water (STW) has existing apparatus in close proximity to the site, primarily within the existing Innsworth built development to the south. STW have confirmed that the site can be served by the new 355mm HPPE main currently under construction to supply the Longford Lane development (located approximately 0.65km south-west of the proposed site) without the need for reinforcement.</p>	
<b>Waste Water</b>	
<p>Application 15/00749/OUT shows that the development will drain via newly constructed gravity sewers which will traverse the development and outfall to the existing pumping station at Longford accessed off Black Ash Lane.</p> <p>According to the Utility Statement submitted as part of the planning application, there are existing Severn Trent Water foul water sewers/ apparatus within and adjacent to the site.</p>	

### 3.4 Critical Infrastructure: Education

Education	Risk to Delivery
<b>Early Years &amp; Childcare</b>	
Early Years & Childcare facilities will be provided onsite with the new school.	
<b>Primary Education</b>	
<p><b>Projects</b></p> <ul style="list-style-type: none"> <li>Two form of entry primary school to be provided onsite.</li> </ul> <p>Chapter 5 of the Environmental Statement submitted as part of planning application 15/00749/OUT identifies that the existing primary schools have a 128-place capacity. The application proposes a new 2-form primary school would be provided within 3.5 years of commencement of housing. A target year of 2019/2020 has been set.</p> <p>As part of revised LEA position discussed when developing these statements in September 2015, GCC Education states ‘the primary schools closest to SA1 are at capacity or are forecast to have very small surplus places to allow for changes throughout the school year (Churchdown Village and Parton Manor).’</p>	
<b>Secondary Education</b>	
<p>The Appeal Statement for 07/00680/OUT states that GCC agree that they [the proposed contributions towards Churchdown School] would adequately meet the needs of the development. (Para 322). This position was made prior to the appeal decision in 2010.</p> <p>The Environmental Statement submitted as part of the planning application 15/00749/OUT identifies 811 place capacity within existing schools.</p> <p>As part of revised LEA position discussed when developing these statements in September 2015, GCC advise that there is not sufficient capacity within the two secondary schools in the three mile catchment. Churchdown School and Chosen Hill School are both forecast to be beyond capacity by 2021/22.</p>	

### 3.5 Critical Infrastructure: Healthcare

Healthcare	Risk to Delivery
<b>Primary Healthcare</b>	
<p><b>Projects</b></p> <ul style="list-style-type: none"> <li>New GP surgery to be provided onsite.</li> </ul> <p>Paragraph 323 of the Appeal Decision 07/00680/OUT states that the Public Open Space Planning Obligation also makes land available for the provision of primary health care facilities by the Primary Care Trust (PCT). This would be sufficient to provide a surgery of 360 m2 to support 2 GPs as required by the PCT.</p> <p>A site for primary healthcare provision has been set aside as part of the new neighbourhood centre 15/00749/OUT. As an alternative, the provision could be provided elsewhere through discussions with clinical commissioning group (CCG).</p> <p><i>*please note: due to restructuring, the PCT is now referred to as the CCG.</i></p>	

### 3.6 Desirable Infrastructure : Community & Culture

Community & Culture	Risk to Delivery
<b>Libraries</b>	
<p>The Appeal Decision for Application 07/00680/OUT states that the scale of the Education and Library Contributions has been agreed by GCC who also agreed to staged payments, albeit not precisely to the suggested staging.</p> <p>No library has been specifically proposed as part of planning application 15/00749/OUT.</p>	
<b>Community Centres</b>	
<p>The discussions between the developer and local authority as part of application 15/00749/OUT identify that there is the potential to provide a new community centre on site, or to provide community facilities between a combination of site allocations A1, A2 and A3.</p> <p>Innsworth Community Hall, which is approximately 0.2 miles south of the site could be extended to meet some of the provision.</p>	

### 3.7 Desirable Infrastructure: Sports & Outdoor Recreation (Pitches & Play Space), Informal & Natural Open Space

Open Space, Sport and Recreation	Risk to Delivery
<b>Open Space</b>	
<p>The material supporting application 15/00749/OUT states that a significant component of the allocation is dedicated to Green Infrastructure (GI) and the land surrounding the SSSI to the north and west can be promoted for its habitat.</p> <p>The provision of strategic and local green infrastructure will support the JCS Green Infrastructure Strategy.</p>	
<b>Sport &amp; Recreation facilities</b>	
<p><b>Projects</b></p> <ul style="list-style-type: none"> <li>New NEAP and two LEAPs to be provided onsite.</li> </ul> <p>The masterplan and material supporting application 15/00749/OUT states onsite provision will include one Neighbourhood Equipped Area of Play (NEAP) and two Local equipped Areas of Play (LEAP's). The pitches will be provided to meet the 'Six Acre Standards'.</p>	

### 3.8 Essential Infrastructure: Energy

Energy	Risk to Delivery
<b>Electricity Generation</b>	
No onsite energy generation is proposed as part of this development.	
<b>Electricity Transmission &amp; Distribution</b>	
<p>The Utility Statement submitted with planning application 15/00749/OUT states that ‘Western Power Distribution has existing electricity apparatus located within and adjacent to the site, including an existing 11KV high voltage overhead line that traverses the north of the site. These existing apparatus will be respected within the development proposals or diverted and grounded through the new development roads as the project progresses.’</p> <p>Works are currently on-going at the Rotol primary substation to increase the capacity of the site, this is due for completion end 2015, after which there will be ample capacity to accommodate the proposed development. Further 11kV circuit studies will be required to identify if reinforcement work is required.</p>	

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**SA2 – North Churchdown**

Infrastructure Delivery Position  
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# 1 Summary of Infrastructure Risk

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For the purposes of the examination, the National Planning Practice Guidance (NPPG) only requires specific infrastructure requirements to be identified for the first five years of the plan period. This is set out in paragraph 018, reference 12-018-20140306 (Nov 2015).

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The review and consultation undertaken has revealed the following headline issues with regards to infrastructure:

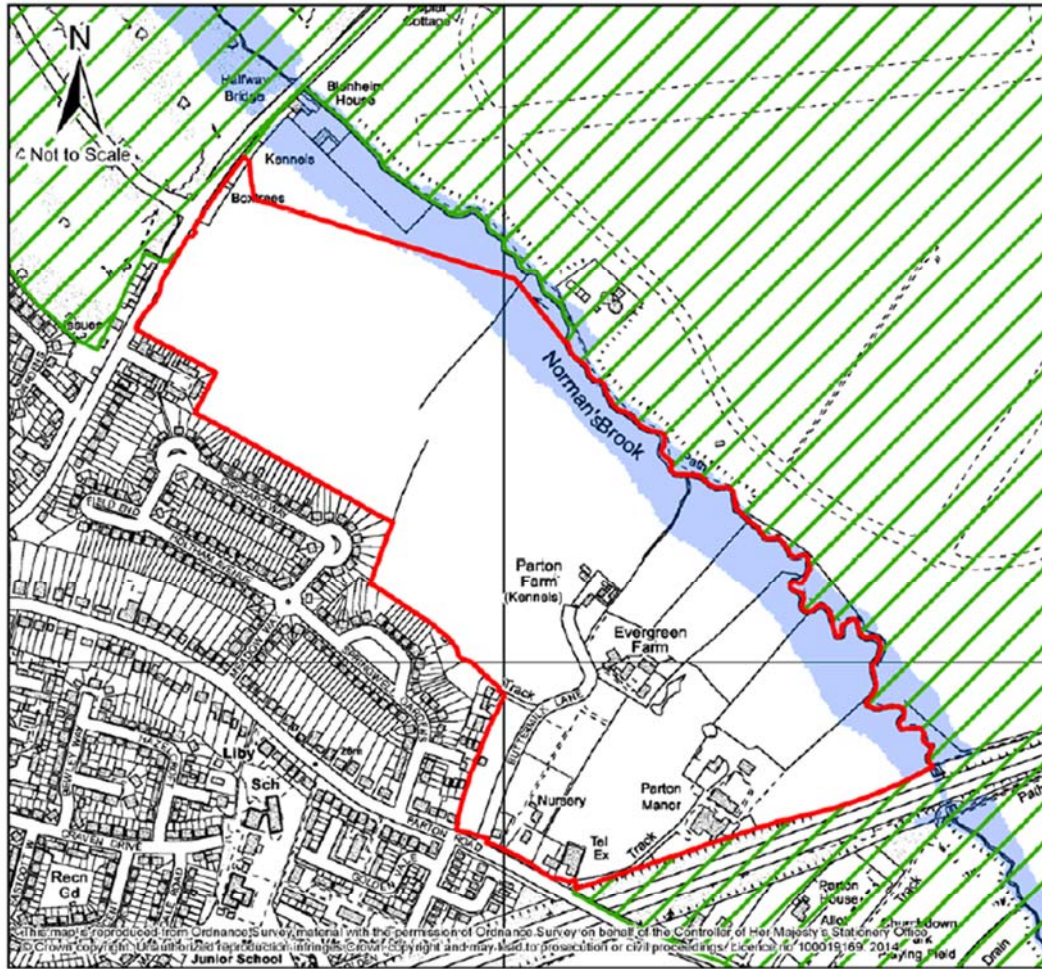
- Costs of accesses from Cheltenham Road East and Parton Road will be incurred by the developer. It is estimated delivery would be in 2020/21.
- Strategic improvements to the road network are required, however these are yet to be fully defined.
- Discussions with the service provider regarding a bus diversion are ongoing. The bus diversion is anticipated once there is sufficient demand for a service, and is likely to be delivered after the first development phase circa 2021.
- The arrangements for primary and secondary school provision are yet to be determined; this may come in the form of a combined site solution between Site Allocations A1, A2 and A3, or as an off-site contribution.
- The arrangements for libraries and community facilities are yet to be determined. As with education provision, this may come in the form of a combined site solution between Site Allocations A1, A2 and A3, or as an off-site contribution.
- Green space will be provided on site by the developer to the necessary standards, this will be delivered throughout site development.



## 2 Strategic Allocation Key Data

### 2.1 Location & Extent of Allocation

Joint Core Strategy Strategic Allocations - A2



- Key**
- Allocated Site Boundary
  - Green Belt (revised)
  - Floodzone 3 (Environment Agency April 2014)

Source: Joint Core Strategy (JCS Authorities, 2015)

## 2.2 Key Data

North Churchdown SA2	
<b>Gross Site Area</b>	38.76 hectares
<b>Extent of Residential Area</b>	19 hectares
<b>Extent of Employment Area</b>	N/A
<b>Housing Allocation</b>	532 dwellings
<b>Estimated Total Population (by 2031)</b>	1000
<b>Developer</b>	n/a
<b>Lead Technical Support</b>	LDA Design
<b>Joint Developer Working Arrangements (if relevant)</b>	Site is part owned by Gloucester City Council and a private land owner (Mr Bishop).
<b>Status</b>	An outline planning application is expected in 2016. The draft Masterplan is currently undergoing consultation.

## 2.3 Proposed Scale & Mix of Development

Table SA1, as set out on page 127 of the Joint Core Strategy, (based upon assumptions used in IDP) sets out that the site capacity at North Churchdown is 532 homes.



Source: Statement to JCS Examination: A2 North Churchdown (LDA Design 2015)

## 2.4 Proposed Build Out Trajectory & Population Growth

The table below shows the phases of development as set out in the JCS Authorities' Written Statement regarding Matter 8: Site Allocations (Page 35).

	Gross Site Capacity	JCS Period Delivery	2015-2020 (dwellings)	2020-2025 (dwellings)	2025-2030 (dwellings)
Dwellings	532	532	0	50	450

Source: JCS Authorities (2015)

During discussions with the site promoters it was suggested that the site does offer some opportunity for dwellings to arrive earlier than originally planned, subject to planning permission.

The Statement to the JCS Examination on behalf of Gloucester City Council Asset Management by LDA Design (2015) states:

*“Site A2 – North Churchdown Road (referred to in this statement as ‘the site’) comprises 38.76 ha of land which lies on the northern edge of Churchdown.”*

## 3 Infrastructure Requirements

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Alongside these discussions, the following reference documents and planning application supporting material form the basis of this position statement:

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- **Matter 8: Strategic Allocations - Statement of Common Ground (SoCG) with LDA Design on behalf of Gloucester City Council Asset Management and Mr R Bishop concerning land at Strategic Allocation A2 North Churchdown** (LDA Design, 2015)
- **Matter 8: Strategic Allocations – Statement to the JCS Examination on behalf of Robert Hitchins Ltd** (Pegasus Group, 2015)
- **Matter 8: Strategic Allocations – Statement to the JCS Examination on behalf of Gloucester City Council Asset Management** (LDA Design, 2015)

Utilising this information the statements clearly identify where positions are agreed and where inconsistency may exist between site promoters and requirements of service providers (e.g. GCC Highways).

### 3.1 Identification of Priority Infrastructure

In order to identify the infrastructure components that are of most importance in the delivery of the strategic allocation, the various infrastructure sectors and specific projects within them are defined as either critical, essential or desirable infrastructure. This reflects the categories applied in the IDP and seeks in particular to identify infrastructure of most importance in the early phases of the development (e.g. first five years).

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Each infrastructure sector, sub sector and individual projects has been evaluated against these categories. With the use of a simple traffic light system, the position statements identify any gaps or disconnects between the position of the site promoter and service providers (e.g. education) that are deemed critical to

delivery. The traffic light system is used as a simple way to summarise the current position and focus the reader's attention to key delivery issues as follows:

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### 3.2 Critical Infrastructure: Transport

Transport	Risk to SA Delivery
<b>Highways – Immediate Site Enabling Works (First 5 years)</b>	
<div style="background-color: #f0f0f0; padding: 10px; margin-bottom: 10px;"> <p><b>Projects</b></p> <ul style="list-style-type: none"> <li>• T-junction access to Cheltenham Road East (B4063) – Main Access</li> <li>• Secondary access from Parton Road.</li> </ul> </div> <p>Access to the site is proposed at two points:</p> <ol style="list-style-type: none"> <li>1. T-junction access to Cheltenham Road East (B4063) which will form the main vehicular access. The developer has identified no landownership issues with this access and early discussions with GCC Highways have shown in principle support.</li> <li>2. Secondary access to be provided from Parton Road. This access received consent in 2008 (ref. 08/01240/FUL) and has been implemented to serve the garden centre / nursery. Again, GCC Highways have shown in principle support for this junction to be used.</li> </ol> <p>Early discussions have been had with GCC Highways (Neil Troughton) and have led to in principle agreement on these access proposals. A ghost island priority junction is proposed to the B4063.</p> <p>No land ownership issues have been identified which would restrict delivery of these improvements.</p>	
<b>Highways - Strategic Network Improvements Works</b>	
<p>Further transport modelling is being undertaken to assess localised and strategic impacts of development allocations within the JCS to inform an appropriate package of mitigation measures. Work is being progressed in partnership between the district councils, county council and Highways England.</p>	
<b>Public Transport</b>	
<p>Given the early stage of Masterplanning on this strategic allocation, the developer has identified that the site is within acceptable walking distances to existing public transport services and improved connections will aid access for local residents.</p> <p>Consultation will be undertaken with service providers and consideration would be given to off-site enhancements to infrastructure where required. The current highways layout does not prejudice the potential for a diverted / extended bus service through the site.</p>	
<b>Walking &amp; Cycling</b>	
<div style="background-color: #f0f0f0; padding: 10px; margin-bottom: 10px;"> <p><b>Projects</b></p> <ul style="list-style-type: none"> <li>• Walking / Cycling links to the surrounding network and St John’s local centre.</li> </ul> </div> <p>The draft Masterplan proposes a number of walking and cycling links into the existing local network. In particular linkages are proposed to the St John’s local centre which will serve the proposed development and provide access to key services and the existing public transport network.</p>	



### 3.3 Critical Infrastructure: Flood, Water & Waste Water

Flood, Water & Waste Water	Risk to Delivery
<b>Strategic Flood Defence (Offsite)</b>	
No requirement for strategic flood defence in order to bring forward this allocation	
<b>Flood Defence (Onsite)</b>	
<p>The site lies within Flood Zone I (low risk) with only the area to the north being shown as high risk in Flood Zone 3. Within the draft Masterplan (LDA Design), the areas at highest risk are not proposed to house built development and therefore the proposed development is located entirely within Flood Zone 1.</p> <p>The Masterplan also includes appropriate attenuation to ensure that the proposed development hard standing areas will have no detrimental impact on flood risk elsewhere.</p> <p>Flooding is therefore not considered to pose a significant constraint.</p>	
<b>Potable Water Supply</b>	
No constraints considered in terms of water supply to the site.	
<b>Waste Water</b>	
<p>The IDP identified spare capacity at the Netheridge STW with no land or physical constraints preventing expansion. Concerns were raised in relation to distance over which flows have to travel to reach STW and recommended hydraulic modelling to ascertain impact of flows on the network.</p> <p>Developer is still to undertake modelling work given the stage of the Masterplan on the strategic allocation. Discussions have indicated that capacity should not restrict the proposed development and the arrangements for reaching the STW will be a cost borne by the developer and presents no constraint to delivery.</p>	

### 3.4 Critical Infrastructure: Education

Education	Risk to Delivery
<b>Early Years &amp; Childcare</b>	
<p>Applicant proposes off-site contributions and discussions with GCC Education are ongoing. The Matter 8 Written Statement identifies that “<i>Parton Manor Infant School and Junior School along with St Mary’s Primary School are within 5-10 minute walk of the site and Churchdown day nursery is close by</i>”.</p> <p>As part of revised LEA position discussed when developing these statements in September 2015, GCC Education states that provision of educational facilities will be required, but taken as part of the cluster of allocations (A1, A2 and A3).</p>	
<b>Primary Education</b>	
<p>Applicant proposes off-site contributions and discussions with GCC Education are ongoing. Jonathan Medlin has to date stated that child yield calculations indicate on site school provision is unlikely to be required and the need generated is likely to be dealt with through financial contributions to existing schools in the area.</p> <p>The Matter 8 Written Statement identifies that “<i>Parton Manor Infant School and Junior School along with St Mary’s Primary School are within 5-10 minute walk of the site</i>”.</p> <p>GCC Education states that provision of educational facilities will be required, but taken as part of the cluster of allocations (A1, A2 and A3). A new 2-form entry primary school is proposed on allocation A1.</p> <p>The LEA states that ‘the primary schools closest to SA1 are at capacity or are forecast to have very small surplus places to allow for changes throughout the school year (Churchdown Village and Parton Manor).’</p>	
<b>Secondary Education</b>	
<p>Applicant proposes off-site contributions and discussions with GCC Education are ongoing. Jonathan Medlin has to date stated that child yield calculations indicate on site school provision is unlikely to be required and the need generated is likely to be dealt with through financial contributions to existing schools in the area.</p> <p>The Matter 8 Written Statement identifies “<i>two secondary schools Churchdown Academy and Chosen Hill School are also close by</i>”.</p> <p>GCC Education states that provision of educational facilities will be required, but taken as part of the cluster of allocations (A1, A2 and A3).</p> <p>As part of revised LEA position discussed when developing these statements in September 2015, GCC advise that there is not sufficient capacity within the two secondary schools in the three mile catchment. Churchdown School and Chosen Hill School are both forecast to be beyond capacity by 2021/22.</p>	

### 3.5 Critical Infrastructure: Healthcare

<b>Primary Healthcare</b>	
<p>Applicant is proposing an off-site contribution toward primary healthcare which is still to be agreed as appropriate.</p>	

### 3.6 Desirable Infrastructure : Community & Culture

Community & Culture	Risk to Delivery
<b>Libraries</b>	
<p>Applicant is proposing contribution to off-site provision and has identified an existing library facility on Parton Road.</p>	
<b>Community Centres</b>	
<p>Applicant has identified that the site is within walking distance of the existing community centre and improved walking and cycling links aid this connection. Current assumption is that an off-site contribution will be made where required.</p> <p>The applicant did however identify flexibility within the Masterplan to provide a facility if required and appropriate management arrangement can be agreed.</p> <p>Indeed, the Matter 8 Written Submission states <i>“If appropriate, community facilities will be constructed as an integral part of the residential development. It is understood that infrastructure contributions will be expected, a strategy has yet to be agreed but it is likely to use either S106 planning obligations or the Draft CIL and published Preliminary Draft Charging Schedule 2015.</i></p> <p><i>The site is well served by a range of local community facilities, the St John’s Local Centre, St John’s Church and Churchdown Library are all 400-800 m, a 5-10 minute walk from the site”.</i></p>	

### 3.7 Desirable Infrastructure: Sports & Outdoor Recreation (Pitches & Play Space), Informal & Natural Open Space

Open Space, Sport and Recreation	Risk to Delivery
<b>Open Space</b>	
<p><b>Projects</b></p> <ul style="list-style-type: none"> <li>• Normans Brook Green Corridor</li> <li>• Community Orchard</li> <li>• Allotments</li> </ul> <p>The Masterplan includes circa 19.5 hectares of green infrastructure as identified within the Matter 8 Written Statement.</p> <p>The corridor formed by Normans Brook is a significant piece of existing green infrastructure on the site. It provides a strategic green route, linear habitat and movement corridor, and includes the Gloucestershire Way long distance footpath which follows the line of the Brook. The protection and enhancement of the existing corridor and provision of new green linkages are an integral part of the proposals for the site. The area is within the airport air safeguarding zone and offers the opportunity to extend its edge westwards to coincide with the safeguarding boundary and make significant improvements to the area for wildlife, ecology and movement. In addition, the Masterplan currently includes areas for community allotments and orchards.</p>	
<b>Sport &amp; Recreation facilities</b>	
<p>The current Masterplan does not specify more formal sports and recreation provision, however discussions with the applicant have identified flexibility in the green infrastructure provision to provide more formal sports pitches should this be required.</p>	

### 3.8 Essential Infrastructure: Energy

Energy	Risk to Delivery
<b>Electricity Generation</b>	
<p>No on-site electricity generation is proposed as part of this SA.</p>	
<b>Electricity Transmission &amp; Distribution</b>	
<p>The IDP identified that the nearest primary substation is Rotol 33/11kV site. Works are currently on-going at Rotol to increase the capacity of the site, this is due for completion end 2015, after which there will be ample capacity to accommodate the proposed development. Further 11kV circuit studies will be required to identify if reinforcement work is required.</p> <p>The developer has undertaken early investigation in relation to electricity and gas connections to serve the proposed development and do not consider this to present a constraint to delivery.</p>	

Cheltenham, Gloucester and  
Tewkesbury Councils

**SA3 – South Churchdown**

Infrastructure Delivery Position  
Statements

Issue | 20 November 2015

This report takes into account the particular instructions and requirements of our client.

It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Job number

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# 1 Summary of Infrastructure Risk

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This statement has been produced to set out the current position in terms of infrastructure requirements for the proposed Site Allocation at South Churchdown.

The statement draws upon a number of resources including planning application supporting material and detailed discussions with the site promoters and service providers undertaken in September / October 2015. Through this process, the document identifies any risks to the delivery of infrastructure and creates a strategy to mitigate these risks. This will then inform the inspector at the examination of the Gloucester, Cheltenham and Tewkesbury Joint Core Strategy.

For the purposes of the examination, the National Planning Practice Guidance (NPPG) only requires specific infrastructure requirements to be identified for the first five years of the plan period. This is set out in paragraph 018, reference 12-018-20140306 (Nov 2015).

*“The Local Plan should make clear, for at least the first five years, what infrastructure is required, who is going to fund and provide it, and how it relates to the anticipated rate and phasing of development... For the later stages of the plan period, less detail may be provided as the position regarding the provision of infrastructure is likely to be less certain.”*

As such, this statement focuses on the infrastructure required to ensure delivery during the first five years of the plan period, although where information has been available, the longer term needs are presented, although may be subject to change due to market forces. Where information was not available, reflecting scheme development, infrastructure needs, triggers and costs have been estimated.

The review and consultation undertaken has revealed the following headline issues with regards to infrastructure:

- Costs of site enabling works, including new junctions from the B4063, Pirton Lane and the A40, will be incurred by the developer. Delivery is estimated in 2017/18.
- Strategic improvements to the road network are required, however these are yet to be fully defined. The timescale for delivery is unknown.
- A bus diversion has been agreed in principle with the service provider. As the service is reliant on local demand, it is estimated that this would be delivered 2024/25.
- The arrangements for primary and secondary school provision are yet to be determined; this may come in the form of a combined site solution between Site Allocations A1, A2 and A3, or as an off-site contribution.
- Healthcare facilities will be provided with an onsite community hub. The delivery of both is anticipated following the delivery of site enabling infrastructure, and estimated between 2018 and 2021.

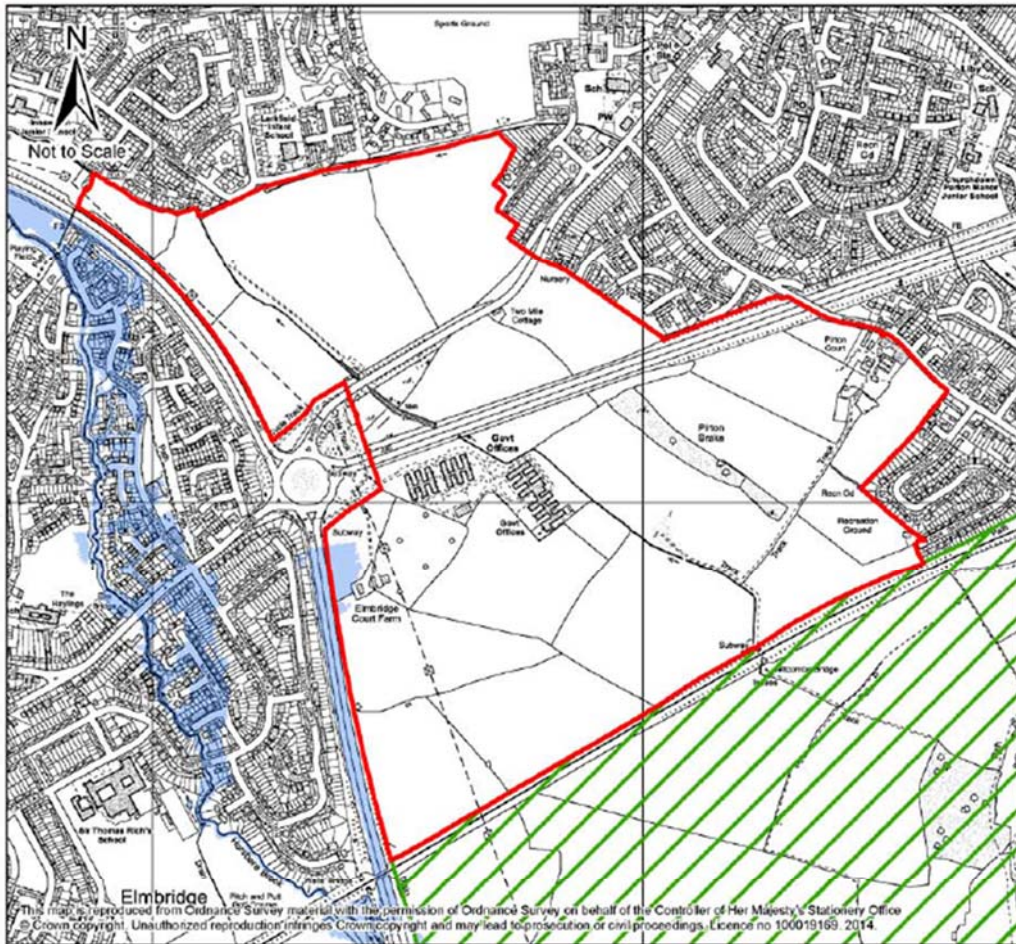




## 2 Strategic Allocation Key Data

### 2.1 Location & Extent of Allocation

Joint Core Strategy Strategic Allocations - A3



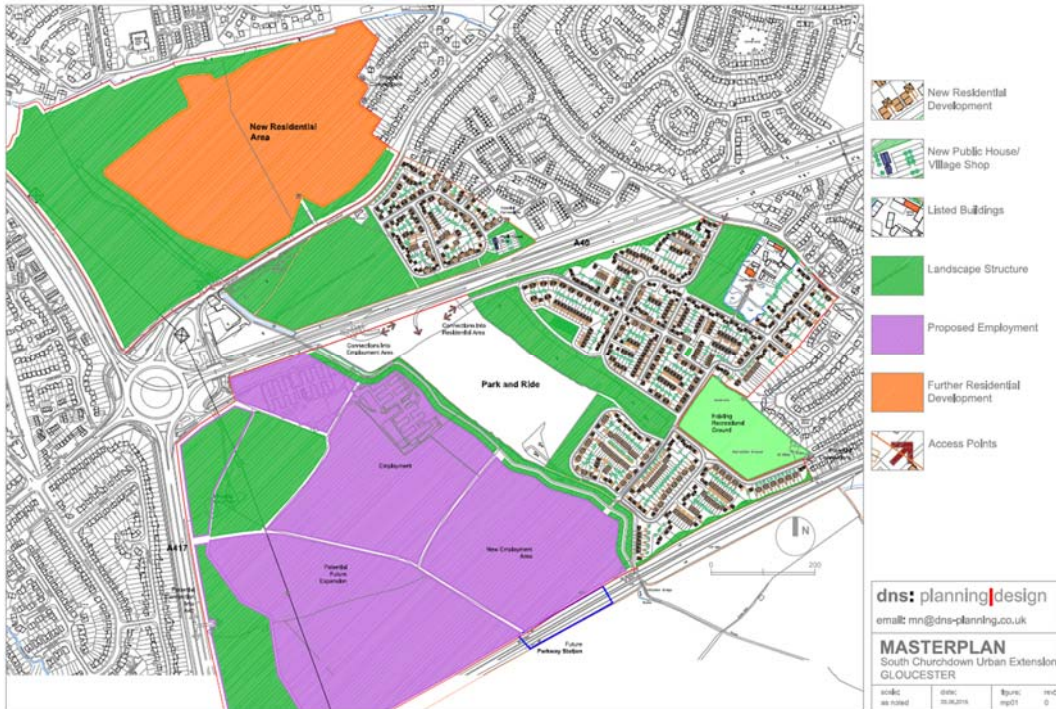
Source: Joint Core Strategy (JCS Authorities, 2015)

## 2.2 Key Data

<b>South Churchdown A3</b>	
<b>Gross Site Area</b>	121.16 hectares
<b>Extent of Residential Area</b>	30.44 hectares
<b>Extent of Employment Area</b>	17.4 hectares
<b>Housing Allocation</b>	868 dwellings
<b>Estimated Total Population (by 2031)</b>	1632
<b>Developer</b>	Peter Ford (Redrow) Mactaggart & Mickel Hannaby Planning Solutions (Employment)
<b>Lead Technical Support</b>	DNS Planning and Design Colliers
<b>Joint Developer Working Arrangements (if relevant)</b>	N/A
<b>Status</b>	<p>Pre-application discussions have been ongoing with Tewkesbury Borough Council since Summer 2013.</p> <p>A planning application is expected in 2015 on Pirton Fields (west of the A40).</p> <p>With reference to the land to the east of the A40, the background reports to support a planning application are being finalised. It is likely that an outline planning application will be submitted in Spring 2016, with Reserved Matters to follow in Autumn 2016.</p> <p>Work is anticipated to start on site in Spring 2017. This is expected to deliver approximately 150 homes per year over a 4-5 year period.</p>

## 2.3 Proposed Scale & Mix of Development

Table SA1, as set out on page 127 of the Joint Core Strategy, (based upon assumptions used in IDP) sets out that the site capacity at South Churchdown is 868 homes with 17.4 hectares of employment land.



Source: Matter 8 Written Submissions: Site A3 South Churchdown (DNS Planning & Design for Peter Ford 2015)



Source: Matter 8 Written Submissions: Site A3 South Churchdown (DNS Planning & Design for Peter Ford 2015)

## 2.4 Proposed Build Out Trajectory & Population Growth

The table below shows the phases of development as set out in the JCS Authorities' Written Statement regarding Matter 8: Site Allocations (Page 35).

	Gross Site Capacity	JCS Period Delivery	2015-2020 (dwellings)	2020-2025 (dwellings)	2025-2030 (dwellings)
Dwellings	868	868	75	375	375

Source: JCS Authorities (2015)

The Statement of Common Ground between the JCS Authorities and DNS Planning on behalf of Peter Ford states that:

*“A master plan has been prepared by DNS Planning and Design that demonstrates that the land for residential development can deliver a larger number than has been listed in the potential allocation (868). The master plan demonstrates that the site has the capacity to deliver up to 1100 at a density of 30-32 dwellings per hectare.”*

The Statement submitted to the JCS Examination by DNS Planning states:

*“650 [homes] can be accommodated on Mr Fords land, 17.6 hectares of employment land generating up to 3500 jobs, a 1000 space Park and Ride facility (with 10 minute frequency bus service Gloucester and Cheltenham) and 40% green infrastructure.”*

## 3 Infrastructure Requirements

This section of the statement sets out the current position in terms of infrastructure requirements on the site, drawing from a number of resources and the outcomes of detailed discussions with the site promoters and service providers undertaken in September / October 2015.

Alongside these discussions, the following reference documents and planning application supporting material form the basis of this position statement:

- **JCS Infrastructure Delivery Plan (IDP)** (Arup, 2014)
- **Matter 8: Strategic Allocations - Joint Core Strategy (JCS) Authorities Written Statement** (Gloucester City, Cheltenham and Tewkesbury Borough Councils, 2015)
- **Matter 8: Strategic Allocations - Statement of Common Ground (SoCG) with DNS Planning & Design on behalf of Mr Peter Ford land at Strategic Allocation A3 South Churchdown** (DNS Planning & Design, 2015)
- **Matter 8: Strategic Allocations – Statement of Common Ground (SoCG) with Hannaby Planning Solutions Ltd on behalf of Newbridge Construction Ltd Concerning land at Strategic Allocation A3 South Churchdown** (Hannaby Planning Solutions 2015)
- **Matter 8: Strategic Allocations - Statement to the JCS Examination on behalf of DNS Planning and Design** (DNS Planning & Design 2015)
- **Matter 8: Strategic Allocations - Statement to the JCS Examination by RPS for Redrow in respect of interests at Hardwicke** (RPS 2015)

Utilising this information the statements clearly identify where positions are agreed and where inconsistency may exist between site promoters and requirements of service providers (e.g. GCC Highways).

### 3.1 Identification of Priority Infrastructure

In order to identify the infrastructure components that are of most importance in the delivery of the strategic allocation, the various infrastructure sectors and specific projects within them are defined as either critical, essential or desirable infrastructure. This reflects the categories applied in the IDP and seeks in particular to identify infrastructure of most importance in the early phases of the development (e.g. first five years).

- **Critical Infrastructure:** Sectors and projects that the IDP has identified which must happen to enable the delivery of growth within the JCS.
- **Essential Infrastructure:** Sectors and projects that are required if growth is to be achieved in a timely and sustainable manner.
- **Desirable Infrastructure** – Sectors and projects that are required for sustainable growth but are unlikely to prevent development in the short to medium term.

Each infrastructure sector, sub sector and individual projects has been evaluated against these categories. With the use of a simple traffic light system, the position statements identify any gaps or disconnects between the position of the site promoter and service providers (e.g. education) that are deemed critical to delivery. The traffic light system is used as a simple way to summarise the current position and focus the reader's attention to key delivery issues as follows:

- **red** - indicates a significant disconnect and/or difference of opinion between what service providers expect and what site promoters are proposing.
- **amber** - indicates a lack of information from service providers or site promoters, and/or ongoing discussions between parties to reach agreement. Where this is deemed a potential risk to delivery, this is highlight within this position statement.
- **green** - indicates a fully funded package of deliverable solutions is agreed between service providers and promoters for the first 5 years of completions if the infrastructure is deemed critical or a strategy is emerging if the infrastructure is essential or desirable.

## 3.2 Critical Infrastructure: Transport

Transport	Risk to SA Delivery
<b>Highways – Immediate Site Enabling Works (First 5 years)</b>	<div style="display: inline-block; width: 15px; height: 15px; background-color: green; border: 1px solid black;"></div> <div style="display: inline-block; width: 15px; height: 15px; background-color: orange; border: 1px solid black;"></div>
<p><b>Projects</b></p> <ul style="list-style-type: none"> <li>• New T-junction from the B4063 to serve the Mactaggart &amp; Mickel scheme.</li> <li>• New T-junction from Pirton Lane (south of Pirton Court Farm) to serve the DNS scheme.</li> <li>• New A40 access / improvements</li> </ul>	
<p>The residential elements of this SA have developed access solutions which have been discussed with Highways and it is understood that these solutions are able to adequately serve the volume of residential development proposed.</p> <p>Discussions with the residential developers revealed that wider highway improvements onto the A40 are only required to facilitate the employment allocation. It is understood that these works are the subject of ongoing negotiations.</p>	
<b>Highways - Strategic Network Improvements Works</b>	<div style="display: inline-block; width: 15px; height: 15px; background-color: orange; border: 1px solid black;"></div>
<p>Further transport modelling is being undertaken to assess localised and strategic impacts of development allocations within the JCS to inform an appropriate package of mitigation measures. Work is being progressed in partnership between the district councils, county council and Highways England.</p>	
<b>Public Transport</b>	<div style="display: inline-block; width: 15px; height: 15px; background-color: green; border: 1px solid black;"></div>
<p><b>Mactaggart &amp; Mickel</b> – The site is within an accessible distance to existing services and routes and given scale no service is proposed within this element of the development. The developer would be happy to discuss upgrade works where necessary.</p> <p><b>DNS / Redrow</b> – Longer term aspiration to divert services into the development although good linkages to existing provision in the short to medium term.</p> <p><b>Park &amp; Ride</b> – supporting statements make reference to the development of the Gloucestershire County Council Park and Ride scheme (circa 1,000 spaces), which will provide direct access from the site to the A40 via a new junction. It is also intended to provide access to a park and ride facility which will provide a high frequency bus service to Gloucester city centre.</p>	
<b>Walking &amp; Cycling</b>	<div style="display: inline-block; width: 15px; height: 15px; background-color: orange; border: 1px solid black;"></div>
<p>Both residential schemes provide new walking and cycling links to key services and facilities. Wider linkages have potential for improvement (e.g. underpass on roundabout when heading into Gloucester). The developers would be happy to consider certain upgrade works where required but nothing is defined at this stage.</p>	

### 3.3 Critical Infrastructure: Flood, Water & Waste Water

<b>Flood, Water &amp; Waste Water</b>	<b>Risk to Delivery</b>
<b>Strategic Flood Defence (Offsite)</b>	
No strategic flood defence scheme required in order to bring forward development on this SA.	
<b>Flood Defence (Onsite)</b>	
Flood storage betterment forms a part of both residential masterplans and the developers have confirmed that solutions to local flood issues can be delivered on site.	
<b>Potable Water Supply</b>	
No issues with connection to water supply network.	
<b>Waste Water</b>	
There is reasonable spare capacity at Netheridge STW with no land or physical constraints preventing future expansion if needed. Developers to undertake hydraulic modelling in order to ascertain the impact of flows from these sites on the network. It is not considered this will restrict delivery and any cost will be borne by the developer.	

### 3.4 Critical Infrastructure: Education

<b>Education</b>	<b>Risk to Delivery</b>
<b>Early Years &amp; Childcare</b>	
No on-site provision is planned as part of either residential element of the SA. Both developers are proposing off-site contributions. As part of revised LEA position discussed when developing these statements in September 2015, GCC Education states that provision of educational facilities will be required, but taken as part of the cluster of allocations (A1, A2 and A3).	
<b>Primary Education</b>	
No on-site provision is planned as part of either residential element of the SA. Both developers are proposing off-site contributions. As part of revised LEA position discussed when developing these statements in September 2015, GCC Education states that provision of educational facilities will be required, but taken as part of the cluster of allocations (A1, A2 and A3). In its response, the LEA stated 'The site and size of the proposal is likely to be sufficient to generate a 1FE primary school in its own right, particularly if it increases to 1,100.'	
<b>Secondary Education</b>	
No on-site provision is planned as part of either residential element of the SA. Both developers are proposing off-site contributions. As part of revised LEA position discussed when developing these statements in September 2015, GCC Education states that provision of educational facilities will be required, but taken as part of the cluster of allocations (A1, A2 and A3).	



### 3.5 Critical Infrastructure: Healthcare

Primary Healthcare	
<p><b>Projects</b></p> <ul style="list-style-type: none"> <li>Healthcare provision within community hub.</li> </ul>	
<p>As part of the DNS led scheme, discussions are ongoing in relation to a community hub to include doctor/healthcare provision.</p> <p>The current Masterplan has land available for these services.</p>	

### 3.6 Desirable Infrastructure : Community & Culture

Community & Culture	Risk to Delivery
<b>Libraries</b>	
<p>No discussions have been held in relation to library provision – assumed off-site contribution where required.</p>	
<b>Community Centres</b>	
<p>No discussions have been held in relation to community facilities or centres on the Mactaggart &amp; Mickel site – assumed off-site contribution where required.</p> <p>As part of the DNS led scheme, discussions are ongoing in relation to the provision of a community hub onsite.</p>	

### 3.7 Desirable Infrastructure: Sports & Outdoor Recreation (Pitches & Play Space), Informal & Natural Open Space

Open Space, Sport and Recreation	Risk to Delivery
<b>Open Space</b>	
<p>The masterplan will provide approximately 38 ha of green infrastructure in the form of formal and informal open space, a new green wedge alongside the existing watercourses incorporating a new network of footpath and cycle ways. This GI will significantly increase the overall biodiversity of the area through habitat creation and creating new green links to the countryside beyond.</p>	
<b>Sport &amp; Recreation facilities</b>	
<p>The masterplans do not currently include any formal pitch provision, although space could be made available should this be required. This space would utilise areas left as green space due to their location within the flood plain.</p>	

### 3.8 Essential Infrastructure: Energy

Energy	Risk to Delivery
<b>Electricity Generation</b>	
<p>No electricity generation is proposed on the site.</p>	
<b>Electricity Transmission &amp; Distribution</b>	
<p>Overhead power lines pass close to the west of the allocation and have been considered in the Masterplanning of the site.</p> <p>Geographically the nearest primary substation is Rotol 33/11kV site. Works are currently ongoing at Rotol to increase the capacity of the site, this is due for completion end 2015, after which there will be ample capacity to accommodate the proposed development. Further 11kV circuit studies will be required to identify if reinforcement work is required.</p>	

Cheltenham, Gloucester and  
Tewkesbury Councils

**SA4 – North Brockworth**

Infrastructure Delivery Position  
Statements

Issue | 20 November 2015

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# 1 Summary of Infrastructure Risk

---

This statement has been produced to set out the current position in terms of infrastructure requirements for the proposed Site Allocation at North Brockworth.

The statement draws upon a number of resources including planning application supporting material and detailed discussions with the site promoters and service providers undertaken in September / October 2015. Through this process, the document identifies any risks to the delivery of infrastructure and creates a strategy to mitigate these risks. This will then inform the inspector at the examination of the Gloucester, Cheltenham and Tewkesbury Joint Core Strategy.

For the purposes of the examination, the National Planning Practice Guidance (NPPG) only requires specific infrastructure requirements to be identified for the first five years of the plan period. This is set out in paragraph 018, reference 12-018-20140306 (Nov 2015).

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As such, this statement focuses on the infrastructure required to ensure delivery during the first five years of the plan period, although where information has been available, the longer term needs are presented, although may be subject to change due to market forces. Where information was not available, reflecting scheme development, infrastructure needs, triggers and costs have been estimated.

The review and consultation undertaken has revealed the following headline issues with regards to infrastructure:

- Costs of site enabling works, including new junctions from Delta Way, Valiant Way, Court Road, Shurdington and Mill Lane will be incurred by the developer. These works are programmed for 2017/18
- A payment of £202,500 towards improvements to the C & G Roundabout has been agreed in the S106 Agreement between the developer and Gloucestershire County Council (GCC). The delivery of the improvements is anticipated in 2025. Further strategic improvements to the road network are required, however these are yet to be fully defined.
- A new pedestrian and cycle link to Brockworth Business Park and Hucclecote Road is proposed by the developer. The programme for delivery is yet to be defined.
- Two options are agreed for the provision of Primary School education in the S106 Agreement with GCC. The first proposed agreement is that a sum of £2,595,390 is to be used by the Council towards the construction of a 1 FE Primary School with Early year's accommodation with a payment of £1,112,310 for additional places. The alternative option is that a sum of £3,893,085 is to be used by the Council towards the construction of a 1.5 FE

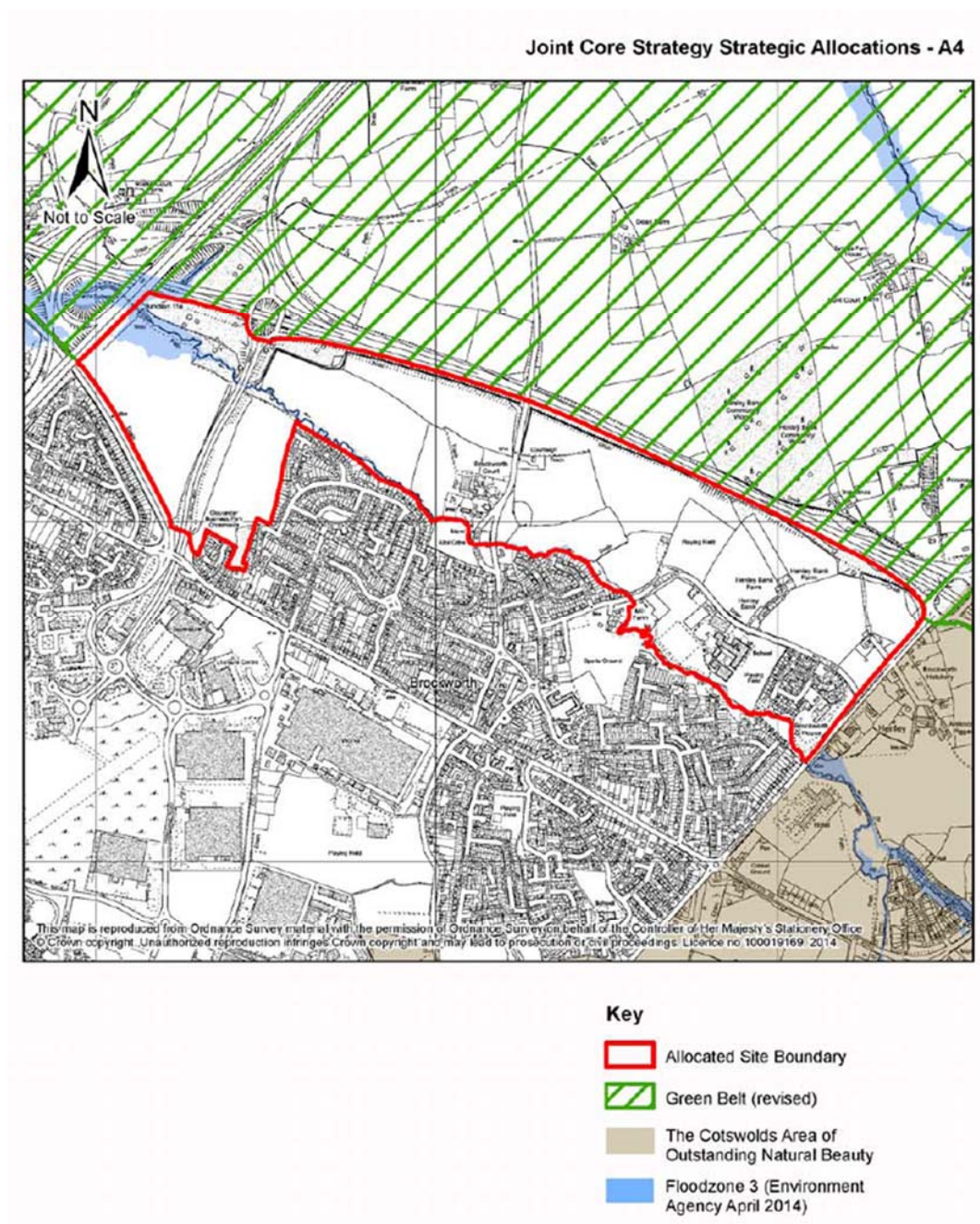
Primary School with early year's accommodation. Delivery is anticipated following site enabling works and the commencement of housing in 2018/19.

- A new healthcare centre will be provided onsite. The cost will be incurred by the developer and the service provider. Delivery is programmed for 2020.
- Allotments, new sports and recreation facilities including a new 8-team changing facilities will all be provided onsite at the expense of the developer. Delivery is anticipated by 2022.



## 2 Strategic Allocation Key Data

### 2.1 Location & Extent of Allocation



Source: Joint Core Strategy (JCS Authorities, 2015)



## 2.2 Key Data

North Brockworth A4	
<b>Gross Site Area</b>	113.92 hectares
<b>Extent of Residential Area</b>	19.63 hectares
<b>Extent of Employment Area</b>	0 within Allocation Developer has included circa 3 hectares
<b>Housing Allocation</b>	1500 dwellings
<b>Estimated Total Population (by 2031)</b>	2820
<b>Developer</b>	ERLP2 and Society of Merchant Venturers
<b>Lead Technical Support</b>	Hunter Page
<b>Joint Developer Working Arrangements (if relevant)</b>	n/a
<b>Status</b>	<p>An outline planning application 12/01256/OUT was submitted for a mixed outline application for a mixed-use development of up to 1,500 dwelling, including extra care housing, community facilities including A1, A2, A3, A4 and A5 local retail shops (totalling 2,500m<sup>2</sup>), B1/B8 employment uses (totalling 22,000m<sup>2</sup>), D1 health facilities and formal and informal public open space (including means of access).</p> <p>The application was called in by the Secretary of State for determination by the Planning Inspectorate after it was permitted by Tewkesbury BC in August 2014. In September 2015, it was determined to permit development.</p>

## 2.3 Proposed Scale & Mix of Development

The Matter 8 Statement submitted by Hunter Page on behalf of ERLP2 and SMV states:

“The North Brockworth Strategic Allocation has been tested by an outline planning application submitted by ERLP2 and SMV on 76.65 hectares which provides for:

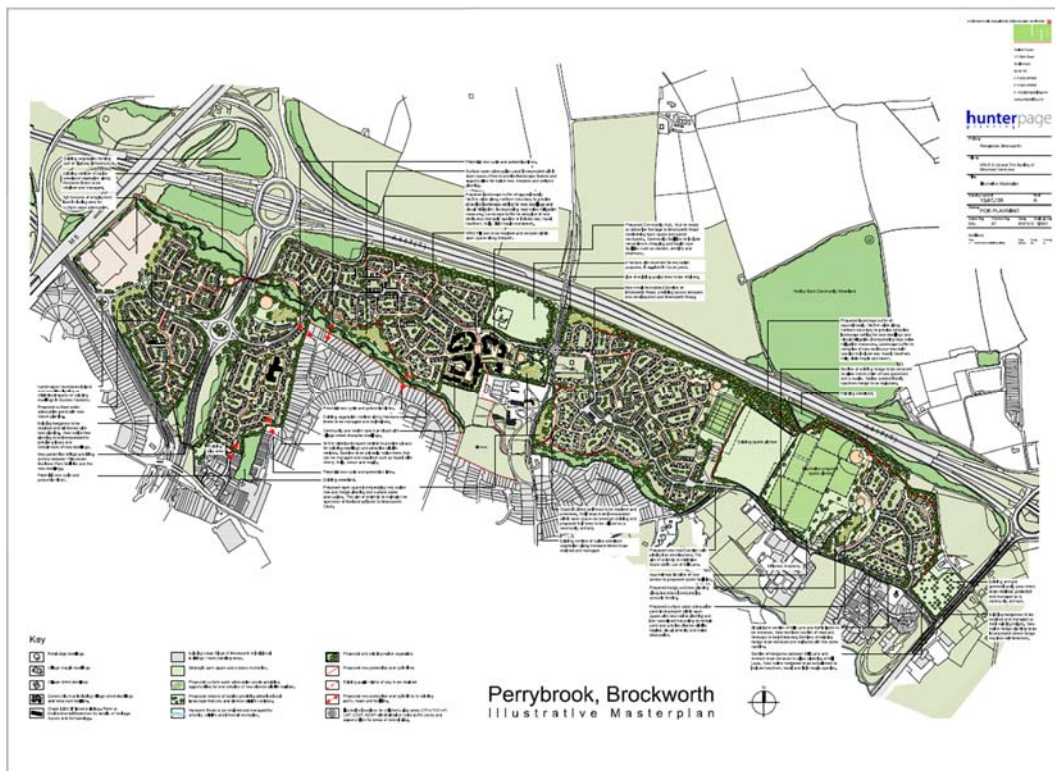
- Residential development of up to 1,500 dwellings, including up to 175 units of extra care accommodation;
- 3.3ha of new Classes B1 and B8 employment uses, comprising up to 22,000sqm of floor space along the western boundary of the site;
- A mixed use community hub including Classes A1, A2, A3, A4 and A5 local retail uses (totalling 2,500sqm) and Class D1 health facilities to be located adjacent to Brockworth Court;
- 2ha of land for a new primary school of 1.5 form entry capacity;

- Playing pitches and associated facilities around the Brockworth Rugby Club site;
- Formal and informal areas of open space and children's play areas, as well as a green corridor along the Horsbere Brook; and
- 0.78ha of on-site allotments.”

Application 12/01256/OUT sets out the proposals from development of the site:

*“the proposal aims to create a development of 1,500 residential dwellings, including around 150 units of extra care accommodation; 3.3ha of new employment space (B1/B8), comprising up to 22,000 sq metres of floor space; a community hub to include health services and shopping facilities of around 2,500 sq metres to meet local needs; land reserved for education purposes should it be required in future years; additional sports pitches for local clubs, and children’s play areas; a range of green travel measures to promote and encourage the use of more sustainable modes of transport; informal open space, including a corridor along the Horsbere Brook; and the provision of a foot and cycle facility to enhance access to Brockworth Business Park and facilities south of Hucclecote Road.”*

The masterplan for North Brockdown allocation, submitted as part of the outline planning application no. 12/01256/OUT is included below:



## 2.4 Proposed Build Out Trajectory & Population Growth

The table below shows the phases of development as set out in the most recent planning application. This trajectory has changed since the JCS Authorities' Written Statement regarding Matter 8: Site Allocations (Page 35) to reflect the delay in decision. Built out rates in the first five years (2015-2020) have reduced with more units planned for development in the later stages of the plan (2025-2030).

	<b>Gross Site Capacity</b>	<b>JCS Period Delivery</b>	<b>2015-2020 (dwellings)</b>	<b>2020-2025 (dwellings)</b>	<b>2025-2030 (dwellings)</b>
Dwellings	1500	1500	375	750	375

Source: JCS Authorities (2015)

The IDP Site Calculator (Arup 2014) estimates a population of 2830 residents following the construction of all 1500 dwellings.

The Statement submitted to the JCS Examination by Hunter Page Planning states that the residential development will consist of up to 1,500 dwellings, including up to 175 units of extra care accommodation, with up to 40% affordable housing (up to 600 affordable housing units on the site)

The initial phases of some 250 dwellings will be delivered early within the first five years of the plan period.

## 3 Infrastructure Requirements

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This section of the statement sets out the current position in terms of infrastructure requirements on the site, drawing from a number of resources and the outcomes of detailed discussions with the site promoters and service providers undertaken in September / October 2015.

Alongside these discussions, the following reference documents and planning application supporting material form the basis of this position statement:

- **JCS Infrastructure Delivery Plan (IDP)** (Arup, 2014)
- **Matter 8: Strategic Allocations - Joint Core Strategy (JCS) Authorities Written Statement** (Gloucester City, Cheltenham and Tewkesbury Borough Councils, 2015)
- **Matter 8: Strategic Allocations - Statement of Common Ground (SoCG) with Hunter Page Planning on behalf of ERLP2 and Society of Merchant Venturers (SMV) regarding land at Strategic Allocation A4 North Brockworth** (Hunter Page Planning, 2015)
- **Matter 8: Strategic Allocations – Statement of Common Ground (SoCG) between Highways England the local highway authority (Gloucestershire County Council) and ERLP2 and Society of Merchant Venturers with regarding land at Strategic Allocation A4 North Brockworth** (2015)
- **Matter 8: Strategic Allocations - Statement to the JCS Examination on behalf of ERLP2 and SMV** (Hunter Page Planning, 2015)
- **Material Supporting Application 12/01256/OUT – Design and Access Statement, Environmental Statement** (2012)
- **Material Supporting Application 12/01256/OUT - Section 106 Agreement between ERLP2 and the Society of Merchant Venturers and Gloucestershire County Council** (2015)
- **Material Supporting Application 12/01256/OUT - Section 106 Agreement between ERLP2 and the Society of Merchant Venturers and Tewkesbury Borough Council** (2015)

Utilising this information the statements clearly identify where positions are agreed and where inconsistency may exist between site promoters and requirements of service providers (e.g. GCC Highways).

### 3.1 Identification of Priority Infrastructure

In order to identify the infrastructure components that are of most importance in the delivery of the strategic allocation we have sought to identify which sectors (and specific projects within those sectors) that are most important to the allocations delivery and in particular the early phases of development. The infrastructure sectors and specific projects within them are defined as either critical, essential or desirable infrastructure. These terms were used within the JCS Infrastructure Delivery Plan (August 2014) and are defined as follows:

- **Critical Infrastructure:** Sectors and projects that the IDP has identified which must happen to enable the delivery of growth within the JCS.
- **Essential Infrastructure:** Sectors and projects that are required if growth is to be achieved in a timely and sustainable manner.
- **Desirable Infrastructure** – Sectors and projects that are required for sustainable growth but are unlikely to prevent development in the short to medium term.

Each infrastructure sector, sub sector and individual projects has been evaluated against these categories. Each preform flags, with the use of a simple traffic light system, which sectors, sub sectors and specific projects (where known) are felt to be the most critical to the delivery of the strategic allocation. Any gaps or disconnects between the IDP (or subsequently by service providers) and what is proposed within the emerging masterplan or planning application for a SA that are deemed critical to delivery will be flagged and those most critical issues for resolution identified.

The traffic light system is used to summarise the current view on extent of uncertainty and risk associated with each infrastructure type:

- **red** – indicates a significant disconnect and/or difference of opinion between what service providers expect and what site promoters are proposing.
- **amber** - indicates a lack of information from service providers or site promoters, and/or ongoing discussions between parties to reach agreement. Where this is deemed a potential risk to delivery, this is highlight within this position statement.
- **green** - indicates a fully funded package of deliverable solutions is agreed between service providers and promoters for the first 5 years of completions if the infrastructure is deemed critical or a strategy is emerging if the infrastructure is essential or desirable.

## 3.2 Critical Infrastructure: Transport

Transport	Risk to SA Delivery
<b>Highways – Immediate Site Enabling Works (First 5 years)</b>	
<p><b>Projects</b></p> <ul style="list-style-type: none"> <li>• New roundabout access onto Delta Way</li> <li>• New roundabout access onto Valiant Way</li> <li>• New roundabout access onto Court Road</li> <li>• New roundabout access onto Mill Lane</li> <li>• Modifications to access from Mill Lane / A46 Shurdington Road junction</li> <li>• Improvements to C &amp; G Roundabout</li> </ul> <p>The JCS Authorities Written Statement states that the following enabling works are required: A new roundabout access onto Delta Way. A new roundabout access on to Valiant Way. A new roundabout access on to Court Road – north of existing development. A new roundabout access onto Mill Lane, and modified Mill Lane / A46 Shurdington Road junction.</p> <p>It has been agreed as part of the S106 Agreement with Gloucestershire County Council for application 12/01256/OUT contribution of £202,500 is to be paid for improvements at the C &amp; G Roundabout, Barnwood, Gloucester. This is payable on or before the occupation of the 750<sup>th</sup> dwelling.</p>	
<b>Highways - Strategic Network Improvements Works</b>	
<p>Further transport modelling is being undertaken to assess localised and strategic impacts of development allocations within the JCS to inform an appropriate package of mitigation measures. Work is being progressed in partnership between the district councils, county council and Highways England.</p>	
<b>Public Transport</b>	
<p>A Sustainable Transport Contribution of £628,000 has been agreed between Gloucestershire County Council and the developer as part of the S106 Agreement for 12/01256/OUT. This is to be paid in 12 instalments.</p>	
<b>Walking &amp; Cycling</b>	
<p><b>Projects</b></p> <ul style="list-style-type: none"> <li>• New pedestrian and cycle link to Brockworth Business Park and Hucclecote Road</li> </ul> <p>The provision of a foot and cycle facility to enhance access to Brockworth Business Park and facilities south of Hucclecote Road is proposed as part of application 12/01256/OUT.</p>	

### 3.3 Critical Infrastructure: Flood, Water & Waste Water

Flood, Water & Waste Water	Risk to Delivery
<b>Strategic Flood Defence (Offsite)</b>	
No strategic flood defences are required are required to enable the development.	
<b>Flood Defence (Onsite)</b>	
A full Flood Risk Assessment has been submitted with the planning application for development of the site. The majority of the site is in Flood Zone 1 A surface water attenuation pond is proposed by the developer.	
<b>Potable Water Supply</b>	
The Utilities Statement submitted as part of planning application 12/01256/OUT identifies that there is a MDPE water service and CI water service which pass through the development site.	
<b>Waste Water</b>	
Identified space capacity at the Netheridge STW with no land or physical constraints preventing future expansion if needed. Initial hydraulic modelling undertaken following a developer enquiry indicates that there is expected to be sufficient capacity but it is recommended that more detailed hydraulic modelling is undertaken in order to ascertain the impact of flows from these sites on the network.	

### 3.4 Critical Infrastructure: Education

Education	Risk to Delivery
<b>Early Years &amp; Childcare</b>	
<p>Early years accommodation will be provide as part of primary school development or contribution. This has been agreed as part of the S106 Agreement with Gloucestershire County Council (GCC) for application 12/01256/OUT.</p>	
<b>Primary Education</b>	
<p><b>Projects</b></p> <ul style="list-style-type: none"> <li>New primary school with early year's provision to be provided onsite</li> </ul> <p>There are currently two options proposed as part of Application 12/01256/OUT in the S106 Agreement with GCC. The first proposed agreement is that a sum of £2,595,390 is to be used by the Council towards the construction of a 1 FE Primary School with Early year's accommodation. Plus a payment of £1,112,310 for additional places.</p> <p>The alternative option is that a sum of £3,893,085 is to be used by the Council towards the construction of a 1.5 FE Primary School with early year's accommodation.</p> <p>The first instalment is to be paid with 28 days of receipt of the Council's notification, with the final instalment to be paid prior to the occupation of the 200<sup>th</sup> dwelling.</p> <p>As of September 2015, GCC Education agree with this position.</p>	
<b>Secondary Education</b>	
<p>A financial contribution of £15,000 per mainstream Secondary School Place, and a contribution of £18,000 per 6<sup>th</sup> form place of will be made towards improvements to Brockworth Millbrook Academy as proposed in the S106 Agreement with GCC (12/01256/OUT).</p> <p>The contribution is be paid on or before the occupation of the first dwelling.</p> <p>The mainstream pupil yield for the development is calculated as follows:</p> <p>(Dwellings Qualified / 100) x 13.2 = 158.4</p> <p>The 6<sup>th</sup> form pupil yield is calculated:</p> <p>(Dwellings Qualified / 100) x 1.7 = 20.4</p> <p>Total contribution = £2,376,000 and £367,200</p> <p><i>*dwellings qualified is the number of dwellings approved in the relevant phase, following submission of the reserved matters in respect of that phase. This is estimated at 80% of the total allocation</i></p> <p>As of September 2015, GCC Education agree with this position.</p>	



### 3.5 Critical Infrastructure: Healthcare

<b>Primary Healthcare</b>	
<p><b>Project</b></p> <ul style="list-style-type: none"> <li>New healthcare centre onsite</li> </ul> <p>As part of planning application 12/01256/OUT the developer proposes a serviced 0.4 hectare site for provision of a healthcare centre.</p>	

### 3.6 Desirable Infrastructure : Community & Culture

<b>Community &amp; Culture</b>	<b>Risk to Delivery</b>
<b>Libraries</b>	
<p>In the S106 Agreement between Tewkesbury Borough Council (TBC) for application 12/01256/OUT states a £294,000 'community project contribution' has been set aside for provision of community facilities, including a new library.</p>	
<b>Community Centres</b>	
<p>The S106 Agreement between TBC for application 12/01256/OUT states a £294,000 'community project contribution' has been set aside for provision of community facilities, including recreational, youth and/or cultural services.</p>	

### 3.7 Desirable Infrastructure: Sports & Outdoor Recreation (Pitches & Play Space), Informal & Natural Open Space

Open Space, Sport and Recreation	Risk to Delivery
<b>Open Space</b>	
<p><b>Projects</b></p> <ul style="list-style-type: none"> <li>• 0.78 ha of allotments onsite</li> </ul> <p>It has been agreed as part of the S106 Agreement with Tewkesbury Borough Council (TBC) 12/01256/OUT that 0.78 hectares allotment land will be provided prior to the occupation of the 255<sup>th</sup> dwelling. It has also been agreed that a commuted sum of £75,000 is to be paid by the applicant prior to the occupation of the 135<sup>th</sup> dwelling for the maintenance of the Henley Bank Perry Pear Orchard over a period of 15 years.</p>	
<b>Sport &amp; Recreation facilities</b>	
<p><b>Projects</b></p> <ul style="list-style-type: none"> <li>• New Multi Use Games Area (MUGA) onsite</li> <li>• 4 new LEAPs onsite</li> <li>• New NEAP onsite</li> <li>• New changing facilities onsite</li> </ul> <p>It has been agreed as part of the S106 Agreement 12/01256/OUT between the applicant and TBC that the following will be provided: 6.16ha of land for outdoor sports provision, the provision of an 8 team changing facility of approximately 380 squares metres or £685,000, a new MUGA, 4 on-site LEAPs and a NEAP.</p>	

### 3.8 Essential Infrastructure: Energy

Energy	Risk to Delivery
<b>Electricity Generation</b>	
No onsite energy generation is proposed as part of this development.	
<b>Electricity Transmission &amp; Distribution</b>	
Geographically the nearest primary substation is the Brockworth 33/11kV site. There is currently ample capacity at Brockworth to accommodate the proposals. Further 11kV circuit studies will be required to identify if reinforcement work is required.	

Cheltenham, Gloucester and  
Tewkesbury Councils

**SA5 – NW Cheltenham**

Infrastructure Delivery Position  
Statements

Issue | 20 November 2015

This report takes into account the particular instructions and requirements of our client.

It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Job number

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**ARUP**

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# 1 Summary of Infrastructure Risk

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This statement has been produced to set out the current position in terms of infrastructure requirements for the proposed Site Allocation at North West Cheltenham.

The statement draws upon a number of resources including planning application supporting material and detailed discussions with the site promoters and service providers undertaken in September / October 2015. Through this process, the document identifies any risks to the delivery of infrastructure and creates a strategy to mitigate these risks. This will then inform the inspector at the examination of the Gloucester, Cheltenham and Tewkesbury Joint Core Strategy.

For the purposes of the examination, the National Planning Practice Guidance (NPPG) only requires specific infrastructure requirements to be identified for the first five years of the plan period. This is set out in paragraph 018, reference 12-018-20140306 (Nov 2015).

*“The Local Plan should make clear, for at least the first five years, what infrastructure is required, who is going to fund and provide it, and how it relates to the anticipated rate and phasing of development... For the later stages of the plan period, less detail may be provided as the position regarding the provision of infrastructure is likely to be less certain.”*

As such, this statement focuses on the infrastructure required to ensure delivery during the first five years of the plan period, although where information has been available, the longer term needs are presented, although may be subject to change due to market forces. Where information was not available, reflecting scheme development, infrastructure needs, triggers and costs have been estimated.

The review and consultation undertaken has revealed the following headline issues with regards to infrastructure:

- Costs of site enabling works, including new junctions from the A4019 Tewkesbury Road, Manor Road and Quat Goose Lane will be incurred by the developer. Delivery of each access is reliant on the completion of specific phases of the site, as such it is estimated that the construction of these accesses will be staggered from 2017 to 2021.
- Strategic improvements to the road network are required, however these are yet to be fully defined. £4,500,000 has been secured for improvements to Tewkesbury Road through a Section 278 Agreement. It is presumed that delivery would occur following the completion of the first phases of the development, and as such, the improvements are expected from 2022 onwards.
- Discussions are ongoing with regard to the provision of a public transport hub onsite. The cost of this is likely to be incurred by the developer. Delivery is anticipated following the completion of site enabling works, circa 2021-2023.

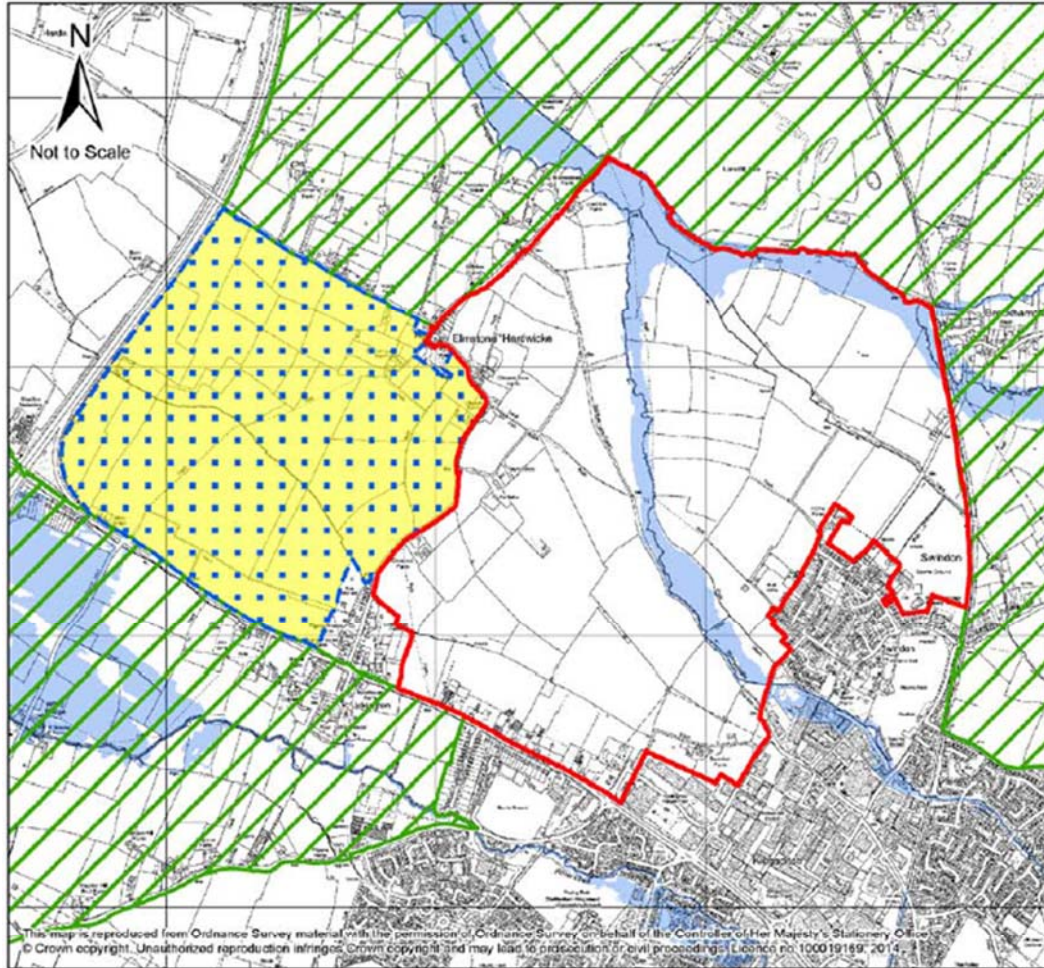
- Primary and Secondary School education will be provided onsite with one all-through school and one 3 Form primary school. The all-through school is programmed to be delivered at the end of phase one, approximately 2021/22, the primary school in phase 2, circa 2026.
- A new GP surgery and dental surgery will be provided onsite. Resilience of these facilities is dependent upon demand, as such it is anticipated that delivery of this infrastructure will occur during phase 2 of development circa 2024.
- 2 community centres will be provided onsite, and an as yet unquantified contribution will be made for offsite library provision. The community centres are estimated for delivery following the completion of phase 1 circa 2022.
- Sports pitches will be provided onsite, these will be delivered as an integral part of the masterplan, and throughout phases 1 and 2 of development, starting in 2020.





## 2 Strategic Allocation Key Data

### 2.1 Location & Extent of Allocation



- Key**
-  Allocated Site Boundary
  -  Safeguarded Area
  -  Green Belt (revised)
  -  Floodzone 3 (Environment Agency April 2014)

Source: Joint Core Strategy (JCS Authorities, 2015)

## 2.2 Key Data

NW Cheltenham SA5	
<b>Gross Site Area</b>	320.64 hectares
<b>Extent of Residential Area</b>	191.63 hectares
<b>Extent of Employment Area</b>	23.4 hectares
<b>Housing Allocation</b>	4,785 dwellings
<b>Estimated Total Population (by 2031)</b>	8995 (IDP 2014 estimate)
<b>Developer</b>	Elms Park Consortium (Bloor / Persimmon) Brockhampton Lane Consortium (Redrow) Zurich Financial Services
<b>Lead Technical Support</b>	Hunter Page Boyer Planning Barton Willmore
<b>Joint Developer Working Arrangements (if relevant)</b>	
<b>Status</b>	Planning Application to be submitted Autumn 2015.

## 2.3 Proposed Scale & Mix of Development

The Site Allocation Table SA1, as set out on page 127 of the Joint Core Strategy, (based upon assumptions used in the IDP) sets out that the site capacity at North West Cheltenham is 4,785 homes, with 23.4 hectares of employment space.

The proposed development of the North West Cheltenham Urban Extension is being led by two groups – the Elms Park Consortium and the Brockhampton Lane Consortium.

The Elms Park Consortium is a joint venture led by Bloor Homes and Persimmon Homes.

The Brockhampton Lane Consortium controls land around Home Farm at Swindon Village within Cheltenham Borough Council’s area and is led by a leading national house builder.

The masterplan (shown below) submitted as Appendix 2 to the Elms Park SoCG<sup>1</sup> proposes a mixed use development with up to 4,115 dwellings and a 10 hectare business park, 2 new primary schools, one secondary school and an up to 600 space Park and Ride scheme.

It is agreed in both the Elms Park SoCG<sup>1</sup> and Brockhampton Lane SoCG<sup>2</sup> that the indicative capacity of the site 4,785 dwellings and approximately 23.4 hectares of employment land.

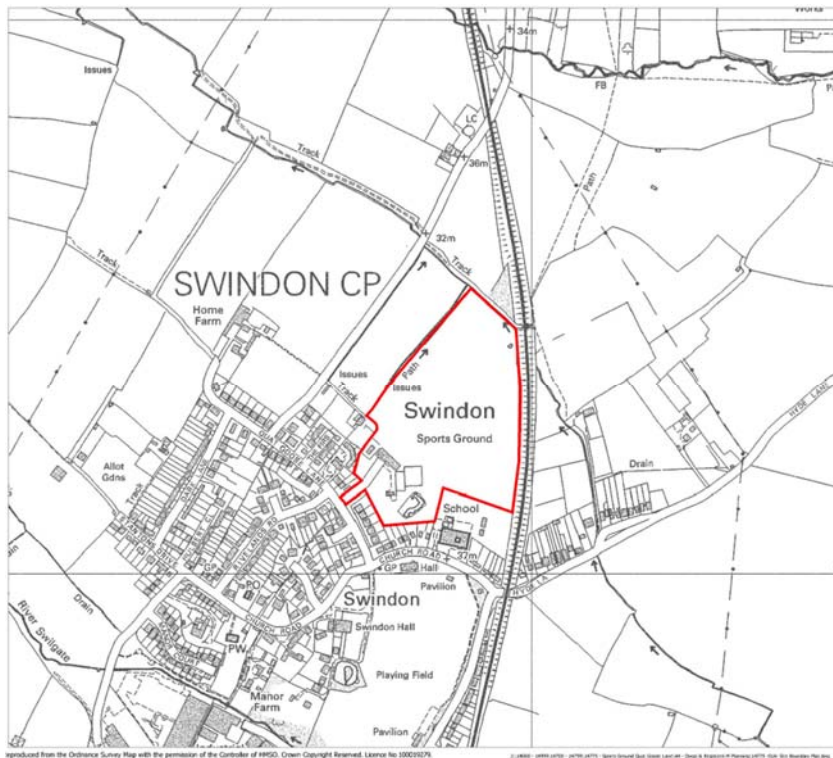
<sup>1</sup> Elms Park, NW Cheltenham on behalf of Bloor Homes Ltd. and Persimmon Homes Ltd. (July 2015)

<sup>2</sup> Hunter Page Planning on behalf of Brockhampton Lane Consortium. (July 2015)

The third landowner, Zurich, own the former Zurich Sports ground at Quat Goose Lane. The site is approximately 8.6 hectares in size and is capable of accommodating 250 to 260 dwellings.



Source: Draft Concept Masterplan, Appendix 2 from JCS SoCG Elms Park with Bloor Persimmon Homes (Elms Park Consortium, 2015)



Source: Land owned by Zurich Financial Services at NW Cheltenham. From Matter 8 Statement A5 North West Cheltenham (Barton Willmore, 2015)

## 2.4 Proposed Build Out Trajectory & Population Growth

The table below shows the phases of development as set out in the JCS Authorities’ Written Statement regarding Matter 8: Site Allocations (Page 35).

	<b>Gross Site Capacity</b>	<b>2015-2020 (dwellings)</b>	<b>2020-2025 (dwellings)</b>	<b>2025-2030 (dwellings)</b>
Dwellings	4785	900	1500	1650

Source: JCS Authorities (2015)

The Written Statement identifies that there are three main phases to development at North West Cheltenham. The phases are as follows:

- Phase 1 – Enabling access works, commencement of school, residential units, business park, neighbourhood centre and transport hub, first tranche of off-site highway works.
- Phase 2 – Continuation of residential units, business park, completion of school, neighbourhood centre, transport hub and tranche of off-site highway works.
- Phase 3 – Completion of residential units, business park, River Swilgate crossings, completion of second Primary School, completion of all off-site highway works.

## 3 Infrastructure Requirements

---

This section of the statement sets out the current position in terms of infrastructure requirements on the site, drawing from a number of resources and the outcomes of detailed discussions with the site promoters and service providers undertaken in September / October 2015.

Alongside these discussions, the following reference documents and planning application supporting material form the basis of this position statement:

- **JCS Infrastructure Delivery Plan (IDP)** (Arup, 2014)
- **Matter 8: Strategic Allocation - Joint Core Strategy (JCS) Authorities Written Statement** (Gloucester City, Cheltenham and Tewkesbury Borough Councils, 2015)
- **Matter 8: Strategic Allocation - Statement of Common Ground with Elms Park on behalf of Bloor and Persimmon Homes** (2015)
- **Matter 8: Strategic Allocation - Statement of Common Ground with Hunter Page on behalf of Brockhampton Lane Consortium**
- **Elms Park Website** - [www.elmsparknwc.co.uk/our-proposals.aspx](http://www.elmsparknwc.co.uk/our-proposals.aspx)
- **Matter 8: Strategic Allocation – A5 North West Cheltenham – Statement by Barton Willmore for Zurich Financial Services** (2015)
- **Matter 8: Strategic Allocation – A5 North West Cheltenham – Statement by Hunter Page on behalf of Brockhampton Lane Consortium** (2015)
- **Matter 8: Strategic Allocation – A5 North West Cheltenham – Statement by White Peak Planning (Boyer) on behalf of Bloor Homes and Persimmon Homes** (2015)

### 3.1 Identification of Priority Infrastructure

In order to identify the infrastructure components that are of most importance in the delivery of the strategic allocation we have sought to identify which sectors (and specific projects within those sectors) that are most important to the allocations delivery and in particular the early phases of development. The infrastructure sectors and specific projects within them are defined as either critical, essential or desirable infrastructure. These terms were used within the JCS Infrastructure Delivery Plan (August 2014) and are defined as follows:

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- **Desirable Infrastructure** – Sectors and projects that are required for sustainable growth but are unlikely to prevent development in the short to medium term.

Each infrastructure sector, sub sector and individual projects has been evaluated against these categories. Each preform flags, with the use of a simple traffic light system, which sectors, sub sectors and specific projects (where known) are felt to be the most critical to the delivery of the strategic allocation. Any gaps or disconnects between the IDP (or subsequently by service providers) and what is proposed within the emerging masterplan or planning application for a SA that are deemed critical to delivery will be flagged and those most critical issues for resolution identified.

The traffic light system is used to summarise the current view on extent of uncertainty and risk associated with each infrastructure type:

- **red** - indicates a significant disconnect and/or difference of opinion between what service providers expect and what site promoters are proposing.
- **amber** - indicates a lack of information from service providers or site promoters, and/or ongoing discussions between parties to reach agreement. Where this is deemed a potential risk to delivery, this is highlight within this position statement.
- **green** - indicates a fully funded package of deliverable solutions is agreed between service providers and promoters for the first 5 years of completions if the infrastructure is deemed critical or a strategy is emerging if the infrastructure is essential or desirable.

## 3.2 Critical Infrastructure: Transport

Transport	Risk to Delivery of SA
<b>Highways – Immediate, Enabling Works (First 5 years)</b>	
<p><b>Projects</b></p> <ul style="list-style-type: none"> <li>• New A4019 Tewkesbury Road accesses</li> <li>• New access from Manor Road</li> <li>• Public Transport only access via Quat Goose Lane</li> </ul> <p>The principle access points to the site will be from Tewkesbury Road, with a secondary access from Manor Road in Phase 1.</p> <p>A new traffic signal access off A4019 (opposite Holmcroft Drive) and a new traffic signal access off A4019 (opposite B4634) are required to enable the delivery of the site.</p> <p>A secondary traffic signal access from Manor Road is proposed.</p> <p>A public transport and NMU-only access to the north east of the site into Swindon Village via Quat Goose Lane is proposed by Bloor Homes as majority land owner. This has not been agreed by all developer parties.</p> <p>The timings of the delivery of these junctions are linked to modelling work on transport and phasing of development, but expected 2021, 2026 to 2031.</p> <p>Works along Tewkesbury Road are estimated to be in order of £4.5 million. The S.278 agreement between the highways authority and the developer sets out a package in region of £17m.</p> <p>Off-site highway works will be undertaken on Tewkesbury Road during Phase 2. Phase 4 will see completion of these off-site highway works.</p>	
<b>Highways – Strategic Network Improvements</b>	
<p>Further transport modelling is being undertaken to assess localised and strategic impacts of development allocations within the JCS to inform an appropriate package of mitigation measures. Work is being progressed in partnership between the district councils, county council and Highways England</p>	
<b>Public Transport</b>	
<p><b>Projects</b></p> <ul style="list-style-type: none"> <li>• A transport hub</li> </ul> <p>The material submitted by the site promoter proposes improvements to existing public transport from the area.</p> <p>The masterplan for the site includes the provision of a transport hub.</p> <p>New and improved bus services would be provided to ensure frequent connections to Cheltenham town centre, GCHQ, Gloucestershire College, the rail station and Cheltenham General Hospital.</p>	
<b>Walking &amp; Cycling</b>	
<p>The site promoters have indicated that new high quality cycle routes would be provided to link to the town centre, Bishops Cleeve and Tewkesbury.</p> <p>Over 17km of cycleway is proposed as part of the proposed development with an aim to provide links between the site, Tewkesbury and Cheltenham.</p>	

### 3.3 Critical Infrastructure: Flood, Water & Waste Water

Flood, Water & Waste Water	Risk to Delivery
<b>Strategic Flood Defence (Offsite)</b>	
No strategic flood defences are required are required to enable the development.	
<b>Flood Defence (Onsite)</b>	
<p>There will be no building on the flood plain and surface water will be controlled and managed on site to ensure that there is no increased risk of flooding elsewhere.</p> <p>Surface Water Management Strategy specifying the proposed onsite surface water management has been produced by the developer, which includes £13.5m of SUDs.</p> <p>The Flood Risk Assessment undertaken by the applicant has been signed off by the Environment Agency.</p>	
<b>Potable Water Supply</b>	
A new water main is proposed from Hayden Road.	
<b>Waste Water</b>	
The preferred option for the development is to link Hayden Sewage Treatment Works with the site. This has been discussed and agreed in principle with STW.	



### 3.4 Critical Infrastructure: Education

Education	Risk to Delivery of SA
<b>Early Years &amp; Childcare</b>	
<p>It is proposed by the developer that one ‘all-through’ school will be delivered on the-site in phase two. It is presumed that this will provide some Early Years’ services.</p>	
<b>Primary Education</b>	
<p><b>Projects</b></p> <ul style="list-style-type: none"> <li>• 2 x 3 Form Entry Primary Schools</li> </ul> <p>One ‘all-through’ school incorporating up to 3 forms of entry of primary provision will be delivered (phase 2), and one stand-alone primary school with up to 3 forms of entry (phase 3). Both will be provided onsite. Each school will provide approximately 550 places.</p> <p>Discussions are advancing on the required provision, nature of and location of an all-through school and a primary school.</p>	
<b>Secondary Education</b>	
<p><b>Projects</b></p> <ul style="list-style-type: none"> <li>• One 5 Form Entry Secondary School</li> </ul> <p>One ‘all-through’ school will be delivered (phase 2). Discussions are advancing on the required provision, nature of and location of the all-through school. The secondary school element of this all-through school will consist of up to 5 forms of entry with sufficient land to accommodate up to 6 forms of entry.</p> <p>The estimated cost of the provision of up to 6 primary school forms of entry, 5 secondary school forms of entry and additional early year’s provision is £37m.</p>	

### 3.5 Critical Infrastructure: Healthcare

<b>Primary Healthcare</b>	
<p><b>Projects</b></p> <ul style="list-style-type: none"> <li>• New GP Surgery to be provided onsite</li> <li>• New Dental Surgery to be provided onsite</li> </ul> <p>Discussions with NHS England have identified a requirement for a 5-6 GP health centre, 830m<sup>2</sup> in size, including a pharmacy onsite.</p> <p>A 2-3 dentist dental surgery will also be providing onsite.</p> <p>It is currently proposed that land will be made available for the development of healthcare facilities during Phase 1.</p>	

### 3.6 Desirable Infrastructure : Community & Culture

Community & Culture	Risk to Delivery to SA
<b>Libraries</b>	
A contribution is proposed to increase offsite library provision. The size of the contribution is yet to be agreed.	
<b>Community Centres</b>	
Two community centres are proposed within the neighbourhood centres. It is envisaged that the neighbourhood centres will have a number of complimentary uses.	

### 3.7 Desirable Infrastructure: Sports & Outdoor Recreation (Pitches & Play Space), Informal & Natural Open Space

Open Space, Sport and Recreation	Risk to Delivery
<p><b>Open Space</b></p>	
<p>The masterplan includes new woodland and hedgerow planting, local informal and formal parks and natural green space.</p>	
<p><b>Sport &amp; Recreation facilities</b></p>	
<p><b>Projects</b></p> <ul style="list-style-type: none"> <li>Sports Pitch provision on school site</li> </ul> <p>The promoter proposes the provision playspace, in the form of LEAPs and/or NEAPs. Sports pitches will be located at the all-through school and delivered concurrently with the school in Phase 1. These will be available for wider community use.</p> <p>Additional pitches are proposed to be delivered in Phase 2.</p> <p>A sports hub will be located near to the all-through school.</p>	

### 3.8 Essential Infrastructure: Energy

Energy	Risk to Delivery of SA
<b>Electricity Generation</b>	
No onsite energy generation is proposed as part of this development.	
<b>Electricity Transmission &amp; Distribution</b>	
Geographically the nearest primary substations are Cheltenham 132/11kV site (see notes above) and Marle Hill 132/11kV site. The demand at Marle Hill can currently accommodate the proposals. The development will almost certainly necessitate 11kV circuit reinforcement works, but further detailed assessment will be required before this can be confirmed.	

Cheltenham, Gloucester and  
Tewkesbury Councils

**SA6 Leckhampton**

Infrastructure Delivery Position  
Statements

Issue | 13 November 2015

This report takes into account the particular instructions and requirements of our client.

It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Job number

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**ARUP**

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# 1 Summary of Infrastructure Risk

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This statement has been produced to set out the current position in terms of infrastructure requirements for the proposed Site Allocation at Leckhampton.

The statement draws upon a number of resources including planning application supporting material and detailed discussions with the site promoters and service providers undertaken in September / October 2015. Through this process, the document identifies any risks to the delivery of infrastructure and creates a strategy to mitigate these risks. This will then inform the inspector at the examination of the Gloucester, Cheltenham and Tewkesbury Joint Core Strategy.

For the purposes of the examination, the National Planning Practice Guidance (NPPG) only requires specific infrastructure requirements to be identified for the first five years of the plan period. This is set out in paragraph 018, reference 12-018-20140306 (Nov 2015).

*“The Local Plan should make clear, for at least the first five years, what infrastructure is required, who is going to fund and provide it, and how it relates to the anticipated rate and phasing of development... For the later stages of the plan period, less detail may be provided as the position regarding the provision of infrastructure is likely to be less certain.”*

As such, this statement focuses on the infrastructure required to ensure delivery during the first five years of the plan period, although where information has been available, the longer term needs are presented, although may be subject to change due to market forces. Where information was not available, reflecting scheme development, infrastructure needs, triggers and costs have been estimated.

The review and consultation undertaken has revealed the following headline issues with regards to infrastructure:

- Costs of site enabling works, including the realignment of Kidnappers Lane and new junctions from Shurdington Lane, Kidnappers Lane, Farm Lane and Leckhampton Lane, will be incurred by the developer. Delivery is programmed for 2016/17.
- Improvements to Leckhampton Lane/ Farm Lane junction have been agreed, as have traffic management works to Church Road and programmed for 2016-2019. Strategic improvements to the wider road network are required, however these are yet to be fully defined.
- Contributions towards enhancement of public transport and diversion of bus routes have been agreed between the developer and Gloucestershire County Council. The new bus route is programmed to be in place by 2019.
- A site of 1.72ha for a 1 FE primary school is included in the masterplan. There are two options for the development of this site set out the S106 agreement. Either the developer will construct a one form entry Primary School and transfer the school to a service provider, or the site will be gifted to the council

and a contribution paid. Delivery is anticipated in 2018/19 after the completion of 200 dwellings.

- Land for a new GP surgery is to be provided onsite, the S106 agreement stipulates that building must have commenced prior occupation of the 175<sup>th</sup>. In the current programme, this would be circa 2018.
- Contributions have been agreed for library facilities and community uses.
- Open space and recreational facilities will be provided onsite at the expense of the developer. This will be delivered throughout the development phases.



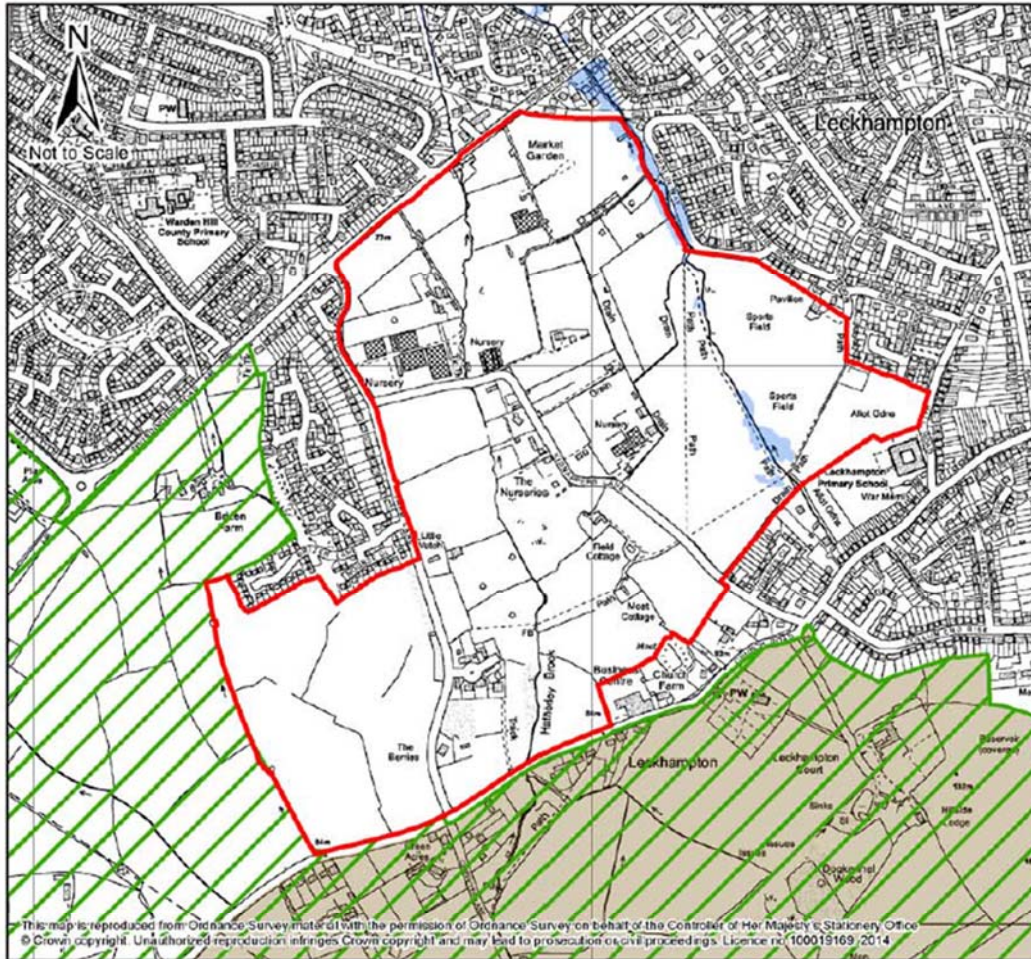
Immediate Site Enabling Works						Infrastructure Trigger												Notes				
Project Title	Risk to SA Delivery	Project Status	Contribution Type	Estimated / Agreed Cost	Lead Organisation	2015-2020				2021-2025				2026-2031								
Realignment of Kidnappers Lane		Agreed in principle	Onsite	Cost to developer	Developer																	
Shurdington Lane Access		Agreed in principle	Onsite	Cost to developer	Developer																	
Local accesses from Kidnappers Lane		Agreed in principle	Onsite	Cost to developer	Developer																	
Farm Lane Access		Agreed in principle	Onsite	Cost to developer	Developer																	
Leckhampton Lane Access		Agreed in principle	Onsite	Cost to developer	Developer																	
Closure of Kidnappers Lane		S106																				The S106 sets out that contributions of £6,540.78 and £23,390.20 should be paid towards facilitating the Kidnappers Lane closure works. A sum of £10,000 has been secured through the S106 to implement the TRO for the closure works.
Residential Travel Plan		S106	Onsite	Cost to developer	Developer																	A sum of £118,500 is to be paid to develop and implement a Residential Travel Plan. Agreed as part of S106. This is to be paid in three instalments, 3, 5 and 10 years after first occupation.
<b>Strategic Network Improvement Works</b>																						
Traffic Management works to Church Road		S106	Offsite	£32,386.78	Gloucestershire County Council																	A sum of £32,386.78 is to be paid as part to mitigate development traffic and improve highway safety on Church Road. Agreed through S106
Signal upgrades on surrounding road network		Agreed in principle	Offsite	Unknown	Developer																	
Improvements to Leckhampton Lane / Farm Lane / Crippets Lane junction		S106																				£4,143.78 is to be paid to be used towards the Leckhampton Lane/Farm Lane visibility splay works.
Strategic road network improvements		Ongoing discussions	Offsite	Unknown	Gloucestershire County Council																	
<b>Public Transport</b>																						
A46 Public Transport Enhancement		S106	Onsite	£ 32,918.98	Gloucestershire County Council																	
Bus Service Diversion Contribution		S106	Onsite	£383,930	Service provider																	
Sustainable Transport Contribution		S106	Offsite	£ 400,000	Gloucestershire County Council																	To be paid in three instalments on commencement of development, completion of 261st and 461st homes.
<b>Walking &amp; Cycling</b>																						
Enhancement of pedestrian and cycle facilities and links.		Agreed in principle	Onsite	Cost to developer	Developer																	



## 2 Strategic Allocation Key Data

### 2.1 Location & Extent of Allocation

Joint Core Strategy Strategic Allocations - A6



- Key**
- Allocated Site Boundary
  - Green Belt (revised)
  - The Cotswolds Area of Outstanding Natural Beauty
  - Floodzone 3 (Environment Agency April 2014)

Source: Joint Core Strategy (JCS Authorities, 2015)

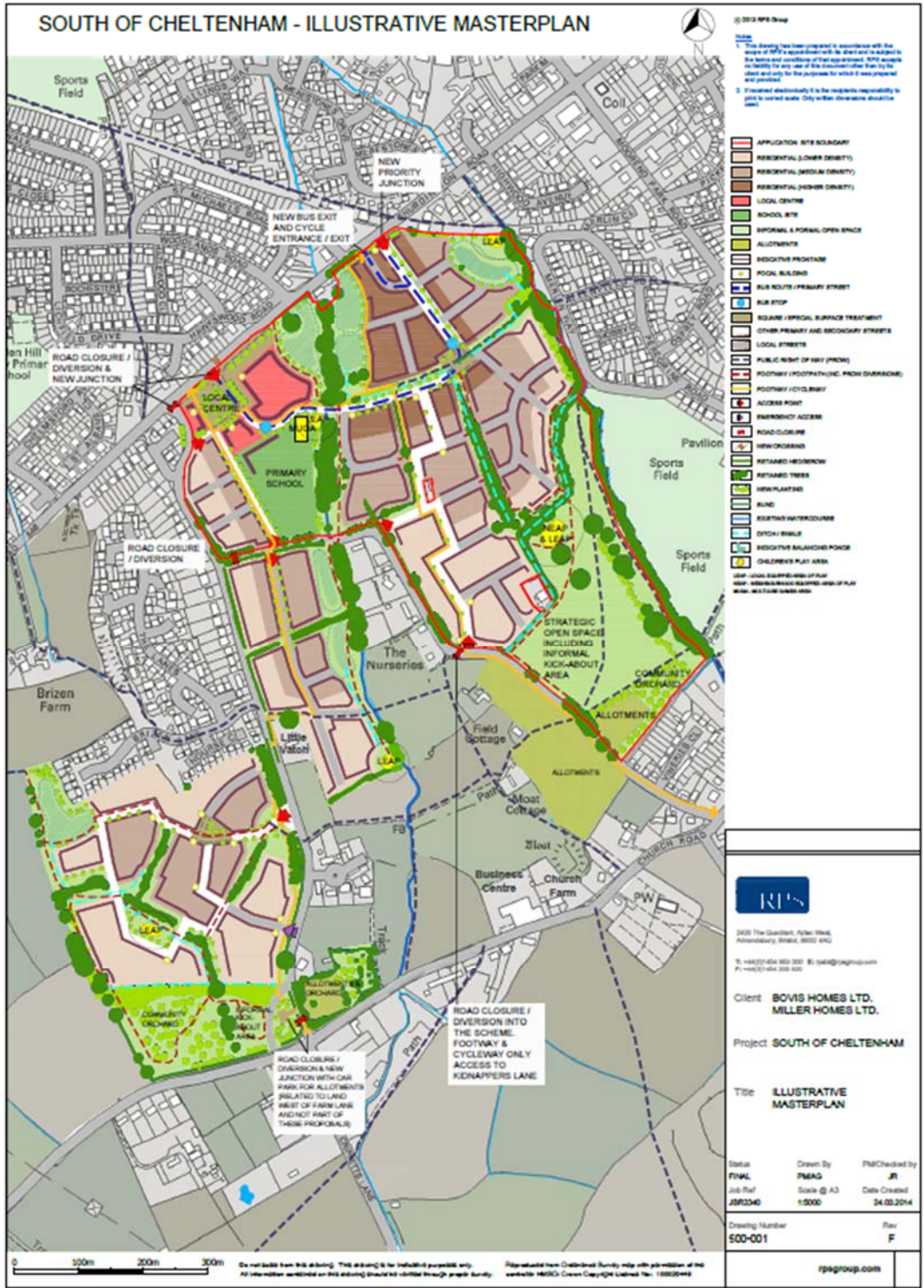
## 2.2 Key Data

<b>Leckhampton SA6</b>	
<b>Gross Site Area</b>	85.04 hectares
<b>Extent of Residential Area</b>	42.67 hectares
<b>Extent of Employment Area</b>	N/A
<b>Housing Allocation</b>	1124
<b>Estimated Total Population (by 2031)</b>	2113
<b>Developer</b>	Bovis & Miller Homes, Redrow and David Wilson Homes
<b>Lead Technical Support</b>	RPS, Origin3 and Turley
<b>Joint Developer Working Arrangements (if relevant)</b>	
<b>Status</b>	<p>Application submitted for up to 650 dwellings, mixed use local centre and up to 4500 sqm of additional floorspace in 2013 to Cheltenham Borough Council (13/01605/OUT). Cheltenham Borough Council refused this application and an appeal is taking place in September 2015 (APP/B1605/W/14/3001717).</p> <p>Application submitted for 376 dwellings in October 2014 to Tewkesbury Borough Council (Ref: 14/00838/FUL). This is pending consideration.</p> <p>A further landowner anticipates making an initial planning application, in respect of land which they control, by the end of 2015.</p>

## 2.3 Proposed Scale & Mix of Development

Table SA1, as set out on page 127 of the Joint Core Strategy, (based upon assumptions used in IDP) sets out that the site capacity at South Cheltenham/Leckhampton is 1124 homes.

The masterplan below was submitted as part of the outline planning application for the site. The application proposed residential development of up to 650 dwellings; mixed use local centre of up to 1.94ha, 4,500sqm of additional floorspace for other uses and a primary school of up 1.72ha.



Source: Indicative Masterplan submitted with App. No. 13/01605/OUT (RPS, 2013)

The masterplan (shown below) submitted as part of the full planning application for the site (Application Reference 14/00838/FUL) proposes a residential development of 376 dwellings.



Source: Indicative Masterplan submitted with App. No. 14/00838/FUL (Origin3, 2014)

## 2.4 Proposed Build Out Trajectory & Population Growth

The table below shows the phases of development as set out in the JCS Authorities' Written Statement regarding Matter 8: Site Allocations (Page 35).

	Gross Site Capacity	2015-2020 (dwellings)	2020-2025 (dwellings)	2025-2030 (dwellings)
Dwellings	1124	365	460	275

Source: JCS Authorities (2015)

The Statement of Common Ground between the JCS Authorities and Miller & Bovis Homes states that:

*“All parties are in agreement with the delivery rates set out in the Housing Background Paper. That delivery rate being 50 dwellings in the first year and 100 dwellings per annum per developer thereafter for the Miller/Bovis site. Should the appeal be allowed in Jan/Feb 2016, reserved matters would be submitted to Cheltenham Borough Council in summer 2016 with work on site anticipated to take place in 2018.”*

## 3 Infrastructure Requirements

This section of the statement sets out the current position in terms of infrastructure requirements on the site, drawing from a number of resources and the outcomes of detailed discussions with the site promoters and service providers undertaken in September / October 2015.

Alongside these discussions, the following reference documents and planning application supporting material form the basis of this position statement:

- **JCS Infrastructure Delivery Plan (IDP)** (Arup, 2014)
- **Matter 8: Strategic Allocations - Joint Core Strategy (JCS) Authorities Written Statement** (Gloucester City, Cheltenham and Tewkesbury Borough Councils, 2015)
- **Matter 8: Strategic Allocations - Statement of Common Ground (SoCG) with RPS on behalf of Bovis & Miller Homes concerning land at Strategic Allocation A6 South Cheltenham - Leckhampton** (RPS, 2015)
- **Matter 8: Strategic Allocations - Statement of Common Ground (SoCG) with Origin3 on behalf of Redrow Homes concerning land at Strategic Allocation A6 South Cheltenham - Leckhampton** (Origin3, 2015)
- **Matter 8: Strategic Allocations - Statement of Common Ground (SoCG) with Turley on behalf of David Wilson Homes concerning land at Strategic Allocation A6 South Cheltenham - Leckhampton** (Turley, 2015)
- **Matter 8: Strategic Allocations - Statement of Common Ground (SoCG) with Peter Evans Partnership on behalf of Bovis Homes, Miller Homes, Redrow Homes and David Wilson Homes on Transport Matters** (2015)
- **Matter 8: Strategic Allocations – Statement submitted by RPS on behalf of Bovis Homes and Miller Homes** (2015)
- **Material Supporting Planning Application 13/01605/OUT – Environmental Statement, Design and Access Statement** (RPS, 2013)
- **Material Supporting Planning Application 14/00838/FUL – Environmental Statement, Design and Access Statement** (Origin3, 2014)

Utilising this information the statements clearly identify where positions are agreed and where inconsistency may exist between site promoters and requirements of service providers (e.g. GCC Highways).

### 3.1 Identification of Priority Infrastructure

In order to identify the infrastructure components that are of most importance in the delivery of the strategic allocation we have sought to identify which sectors (and specific projects within those sectors) that are most important to the allocations delivery and in particular the early phases of development. The infrastructure sectors and specific projects within them are defined as either critical, essential or desirable infrastructure. These terms were used within the JCS Infrastructure Delivery Plan (August 2014) and are defined as follows:



- **Critical Infrastructure:** Sectors and projects that the IDP has identified which must happen to enable the delivery of growth within the JCS.
- **Essential Infrastructure:** Sectors and projects that are required if growth is to be achieved in a timely and sustainable manner.
- **Desirable Infrastructure** – Sectors and projects that are required for sustainable growth but are unlikely to prevent development in the short to medium term.

Each infrastructure sector, sub sector and individual projects has been evaluated against these categories. Each preform flags, with the use of a simple traffic light system, which sectors, sub sectors and specific projects (where known) are felt to be the most critical to the delivery of the strategic allocation. Any gaps or disconnects between the IDP (or subsequently by service providers) and what is proposed within the emerging masterplan or planning application for a SA that are deemed critical to delivery will be flagged and those most critical issues for resolution identified.

The traffic light system is used to summarise the current view on extent of uncertainty and risk associated with each infrastructure type:

- **red** – indicates a significant disconnect and/or difference of opinion between what service providers expect and what site promoters are proposing.
- **amber** - indicates a lack of information from service providers or site promoters, and/or ongoing discussions between parties to reach agreement. Where this is deemed a potential risk to delivery, this is highlight within this position statement.
- **green** - indicates a fully funded package of deliverable solutions is agreed between service providers and promoters for the first 5 years of completions if the infrastructure is deemed critical or a strategy is emerging if the infrastructure is essential or desirable.

## 3.2 Critical Infrastructure: Transport

Transport	Risk to SA Delivery
<b>Highways – Immediate Site Enabling Works (First 5 years)</b>	
<p><b>Projects</b></p> <ul style="list-style-type: none"> <li>• Realignment of Kidnappers Lane</li> <li>• Shurdington Lane Access</li> <li>• Local accesses from Kidnappers Lane</li> <li>• Farm Lane Access</li> <li>• Leckhampton Lane Access</li> </ul> <p>The material submitted with planning application 13/01605/OUT states that the main access to the Bovis Miller site will be off the A46 Shurdington Lane via a realigned section of Kidnappers Lane. A second access off Shurdington Road is proposed to the north east of the Site. There will be further local accesses off Kidnappers Lane within the general extent of the Site. These principle access junctions would come forward in the first phase of development.</p> <p>Closure of Kidnappers Lane - The S106 Agreement with Gloucestershire County Council (GCC) for planning application 13/01605/OUT sets out that contributions of £6,540.78 and £23,390.20 should be paid towards facilitating the Kidnappers Lane closure works. A sum of £10,000 has been secured through the S106 to implement the TRO for the Kidnappers Lane Closure works.</p> <p>The access onto the Redrow site will be from Farm Lane and Leckhampton Lane</p> <p>Highway improvements to existing roads are required to serve the site provided through S106 agreement and condition; a package for the Miller/Bovis site is agreed with Gloucestershire County Council, the Highways Authority.</p> <p>The Statement of Common Ground between Bovis Miller and the JCS Authorities sets out the following works; traffic management works to Church Road, traffic calming works to Church Road and Leckamton Lane, upgrading four sets of signal between site and Cheltenham town centre and works to verge at Farm Lane/Crippets Lane junction to improve visibility.</p>	
<b>Highways - Strategic Network Improvements Works</b>	
<p>Further transport modelling is being undertaken to assess localised and strategic impacts of development allocations within the JCS to inform an appropriate package of mitigation measures. Work is being progressed in partnership between the district councils, county council and Highways England.</p> <p>Traffic management works to Church Road - A sum of £32,386.78 is to be paid as part to mitigate development traffic and improve highway safety on Church Road. This has been agreed as part of the S106 agreement with GCC for planning application 13/01605/OUT.</p> <p>Residential Travel Plan - A sum of £118,500 is to be paid to develop and implement a Residential Travel Plan.</p> <p>Improvements to Leckhampton Lane / Farm Lane / Crippets Lane junction - £4,143.78 is to be paid to be used towards the Leckhampton Lane/Farm Lane visibility splay works.</p>	
<b>Public Transport</b>	
<p>Bus Service Diversion Contribution - As part of planning application 13/01605/OUT, the existing high frequency bus route (No. 10 service – 10 minute day time frequency) on A46 Shurdington Road is proposed to be diverted through the Site via the local centre. £383,930 has been secured via S106 agreement for the diversion. This would come forward in the first phase of development.</p>	

<p>A467 Public Transport Enhancement - the S106 agreement sets out that £32,918.98 is to be used towards improving public transport infrastructure / bus service enhancement on the A467 bus corridor in the immediate vicinity of the development.</p> <p>Sustainable Transport Contribution - A sum of £400,000 has been secured through Section 106 agreement for 13/01605/OUT to be spent on the South West Cheltenham Sustainable Transport Strategy.</p> <p>The material supporting planning application 14/00838/FUL states that the nearest bus services to the site use the A46 is within comfortable walking distance of the site.</p>	
<b>Walking &amp; Cycling</b>	
<p>A network of pedestrian footways and cycleways will also be delivered as part of the Bovis Miller scheme.</p> <p>The proposed Redrow development will provide high quality footway, re-routing of the existing public Right of Way across the site and footpath provision throughout the site.   Pedestrians and cyclists will be designed-in as an integral part of the proposed development.</p>	

### 3.3 Critical Infrastructure: Flood, Water & Waste Water

<b>Flood, Water &amp; Waste Water</b>	<b>Risk to Delivery</b>
<b>Strategic Flood Defence (Offsite)</b>	
No strategic flood defences are required are required to enable the development.	
<b>Flood Defence (Onsite)</b>	
<p>Planning Application 13/01605/OUT proposes storm-water attenuation facilities on the northern side of the site in the form of balancing ponds to mitigate against flooding from surface water run off as a result of the proposed development.</p> <p>Sustainable attenuation of flows across the site will be achieved by adapting the current marshy area in the northwest corner of the site, adapting it through creating a deeper incline.</p> <p>There have been no statutory objectors to flood and drainage. There is on site mitigation in all circumstances.</p>	
<b>Potable Water Supply</b>	
The Utility Statement submitted as part of application 13/01605/OUT states Severn Trent Water has confirmed that the development can be supplied via a water connection from the existing 450mm water main located in Sandford Road. Severn Trent Water has also confirmed that no upstream network reinforcements are required to provide additional capacity to service the sites proposed class of use.	
<b>Waste Water</b>	
Offsite solution in place.	

## 3.4 Critical Infrastructure: Education

Education	Risk to Delivery
<b>Early Years &amp; Childcare</b>	
<p>The 1 form entry primary school to be provided on the Bovis Miller site will also provide accommodation for pre-school needs. The S106 agreement for application 13/01605/OUT states that the primary school should include building an early year's play room and play space for a maximum of 46 two-year-olds.</p> <p>Gloucestershire County Council (GCC) Education state that Redrow, Farm Lane site, will make a contribution of £274,177 to preschool facilities off-site.</p> <p>The David Wilson site will generate an offsite contribution towards early year's facilities.</p>	
<b>Primary Education</b>	
<p><b>Projects</b></p> <ul style="list-style-type: none"> <li>New 1 Form Entry Primary school with early years provision</li> </ul> <p>A site of 1.72ha is to be provided on the Bovis Miller site 13/01605/OUT. The site has capacity for the school to extend to 1.5 form of entry.</p> <p>There are two options for the development of this site set out the S106 agreement. The first option is for the developer will construct a one form entry Primary School and transfer the school to the Diocese or Gloucestershire County Council as the Education Authority.</p> <p>This would be provided after the completion of 200 dwellings.</p> <p>The alternative is that the site is gifted to Gloucestershire County Council and a primary school contribution is paid by the developer. This is identified within the S106 agreement for planning application 13/01605/OUT as a maximum of £3.64m.</p> <p>The Redrow site 14/00838/FUL will make offsite contributions to primary education. Gloucestershire County Council (GCC) Education state that a contribution of £979,205 is sufficient.</p> <p>The David Wilson site will generate a relevant offsite contribution, to be agreed with GCC Education.</p>	
<b>Secondary Education</b>	
<p>It has been agreed contributions for secondary education will be made to offsite secondary schools from both the Redrow and Bovis Miller sites.</p> <p>A secondary school contribution of £1.73m has been identified within the S106 for planning application 13/01605/OUT calculated on the basis of 650 qualified dwellings. The contribution will be used to make improvements towards: Bournside Secondary School, Balcarras Secondary School and Chosen Hill Secondary school.</p> <p>GCC Education state that the Redrow site will generate a contribution of £896,058.</p> <p>The David Wilson site will generate a relevant offsite contribution, to be agreed with GCC Education.</p>	

### 3.5 Critical Infrastructure: Healthcare

Primary Healthcare	
<b>Projects</b> <ul style="list-style-type: none"> <li>• New GP surgery</li> <li>• New dental practice</li> </ul>	
<p>The local centre proposed in the Bovis Miller Masterplan would include a GP surgery of 1,200sqm.</p> <p>Under the S106 agreement for planning application 13/01605/OUT, it is proposed that the land will be marketed to service providers prior to occupation of the 175<sup>th</sup> dwelling. The aim is to have an occupier of any surgery building by completion of the 300<sup>th</sup> home. If, after 5 years of marketing, the site has not been disposed to an appropriate service provider, it may be used for other purposes.</p> <p>A dental practice has also been identified onsite. The buildings would be handed over to the service provider.</p> <p>The Redrow site has no requirement for healthcare provision onsite. A contribution would be made towards facilities offsite. It is expected that David Wilson Homes would make a similar contribution.</p>	

### 3.6 Desirable Infrastructure : Community & Culture

Community & Culture	Risk to Delivery
<b>Libraries</b>	
<p>The Bovis Miller site will make an offsite contribution of £127,400 towards libraries. This is agreed within the S106 agreement for application 13/01605/OUT.</p> <p>The Redrow site will make an offsite contribution of £73,696 towards libraries.</p> <p>Due to the David Miller site being less advanced, discussions are yet to be held. It is expected that similar contributions will be made.</p>	
<b>Community Centres</b>	
<p>Land has been set aside on the Bovis Miller site for community centre and delivering the local centre.</p> <p>Redrow will make a contribution of £274,177 towards community facilities offsite.</p> <p>Due to the David Miller site being less advanced, discussions are yet to be held. It is expected that similar contributions will be made.</p>	

### 3.7 Desirable Infrastructure: Sports & Outdoor Recreation (Pitches & Play Space), Informal & Natural Open Space

Open Space, Sport and Recreation	Risk to Delivery
<b>Open Space</b>	
<p><b>Projects</b></p> <ul style="list-style-type: none"> <li>Strategic open space including meadow, community orchard and allotments</li> </ul> <p>A minimum of 14.9ha of onsite open space, together with any attenuation ponds and other open space is proposed has been agreed. This includes a large meadow area; the S106 agreement between Cheltenham Borough Council (CBC) states that the meadow area will not be less than 6.2ha. The site is to include a community orchard and allotments.</p>	
<b>Sport &amp; Recreation facilities</b>	
<p><b>Projects</b></p> <ul style="list-style-type: none"> <li>Two Local Equipped Areas of Play</li> <li>Neighbourhood Equipped Area of Play</li> <li>Multi-Use Games Area</li> </ul> <p>It has been agreed between Bovis Miller and Cheltenham Borough Council that three Local Equipped Areas of Play (LEAP) and a Neighbourhood Equipped Area of Play (NEAP) will be provided onsite.</p> <p>Playing pitches will also be provided onsite, with a Multi-Use Games Area (MUGA) available for community use. The S106 agreement with CBC states that these facilities shall be in accordance with the Fields in Trust Standards.</p> <p>Redrow propose a LEAP onsite, an offsite pitch calculation of £651,890 and a contribution of £362,664 towards offsite sports provision.</p>	

### 3.8 Essential Infrastructure: Energy

Energy	Risk to Delivery
<b>Electricity Generation</b>	
No onsite electricity generation is proposed.	
<b>Electricity Transmission &amp; Distribution</b>	
<p>The Utility Statement submitted as part of application 13/01605/OUT states that Western Power Distribution has confirmed that the development can be supplied from their existing 11,000 volt distribution networks. One circuit is situated at the northern boundary of the scheme in Shurdington Road and the second circuit is located at the junction of Leckhampton Road and Croft Street. Western Power Distribution has also confirmed that upstream network reinforcements are required to provide additional capacity to service the proposed sites class of use.</p>	

Cheltenham, Gloucester and  
Tewkesbury Councils

**SA8 – MOD Ashchurch**

Infrastructure Delivery Position  
Statements

Issue | 20 November 2015

This report takes into account the particular instructions and requirements of our client.

It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Job number

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**ARUP**

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# 1 Summary of Infrastructure Risk

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This statement has been produced to set out the current position in terms of infrastructure requirements for the proposed Site Allocation at MOD Ashchurch.

The statement draws upon a number of resources including planning application supporting material and detailed discussions with the site promoters and service providers undertaken in September / October 2015. Through this process, the document identifies any risks to the delivery of infrastructure and creates a strategy to mitigate these risks. This will then inform the inspector at the examination of the Gloucester, Cheltenham and Tewkesbury Joint Core Strategy.

For the purposes of the examination, the National Planning Practice Guidance (NPPG) only requires specific infrastructure requirements to be identified for the first five years of the plan period. This is set out in paragraph 018, reference 12-018-20140306 (Nov 2015).

*“The Local Plan should make clear, for at least the first five years, what infrastructure is required, who is going to fund and provide it, and how it relates to the anticipated rate and phasing of development... For the later stages of the plan period, less detail may be provided as the position regarding the provision of infrastructure is likely to be less certain.”*

As such, this statement focuses on the infrastructure required to ensure delivery during the first five years of the plan period, although where information has been available, the longer term needs are presented, although may be subject to change due to market forces. Where information was not available, reflecting scheme development, infrastructure needs, triggers and costs have been estimated.

The review and consultation undertaken has revealed the following headline issues with regards to infrastructure:

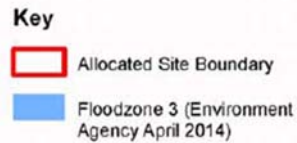
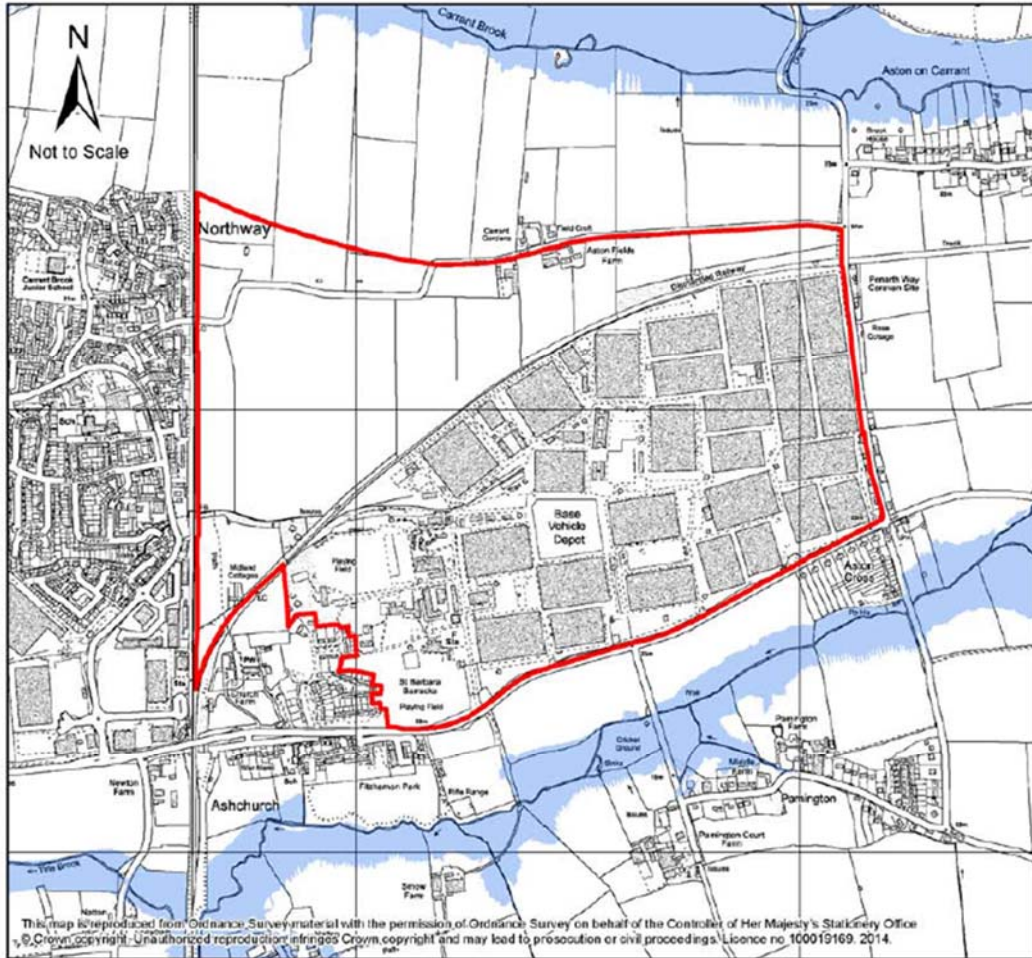
- The developer proposes to utilise the existing access points onto the MOD. This is not considered sufficient by Highways England, who consider that the existing A46 is already over capacity and therefore disagree with current positions from the site promoters. Access to the northern portion of the site is prohibited by the railway line. The timescales for delivery have not been determined.
- Strategic improvements to the road network are required, however these are yet to be fully defined.
- The indicative Masterplan identifies land for a potential one form entry (expandable to two form entry) Primary School. This would be completed by 2023. The arrangements for secondary school provision are yet to be determined a contribution is the likeliest approach.
- A doctor's and/or dentist's surgery is proposed onsite. Delivery is estimated following completion of the first phase of dwellings in approximately 2023/25
- Areas of Play and sports pitches are proposed onsite, it is estimated that these would be delivered between 2021 and 2024.

Immediate Site Enabling Works						Infrastructure Trigger												Notes				
Project Title	Risk to SA Delivery	Project Status	Contribution Type	Estimated / Agreed Cost	Lead Organisation	2015-2020				2021-2025				2026-2031								
Access points into site		Ongoing discussions	Onsite		Developer																	
<b>Strategic Network Improvement Works</b>																						
Strategic road network improvements		Ongoing discussions	Offsite	Unknown	Gloucestershire County Council																	
<b>Education</b>																						
1 Form entry primary school		Ongoing discussions	Land or property		Developer																	Land available for 1 FE school with room for expansion to 2 FE. To be completed by 2023
Secondary Education contribution		Ongoing discussions	Offsite	£344,914	Gloucestershire County Council																	
<b>Healthcare</b>																						
Doctor / Dental Surgery		Agreed in principle	Land or property		Developer																	
<b>Community &amp; Culture</b>																						
Contribution for libraries		Ongoing discussions	Offsite		Gloucestershire County Council																	
<b>Open Space, Sport &amp; Recreation</b>																						
Neighbourhood Equipped Areas of Play		Agreed in principle	Onsite		Developer																	
Local Equipped Areas of Play		Agreed in principle	Onsite		Developer																	
Sports pitch provision		Agreed in principle	Onsite		Developer																	

## 2 Strategic Allocation Key Data

### 2.1 Location & Extent of Allocation

Joint Core Strategy Strategic Allocations - A8



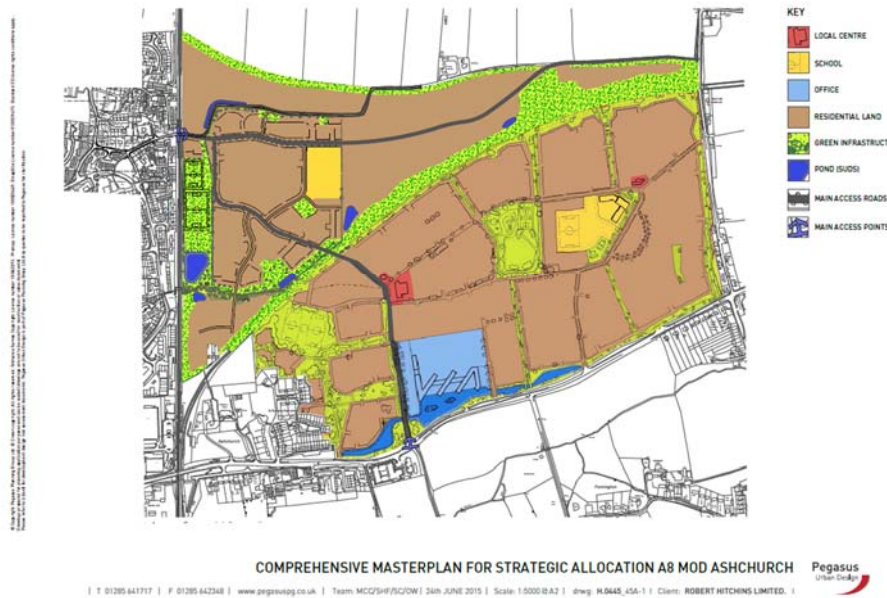
Source: Joint Core Strategy (JCS Authorities, 2015)

## 2.2 Key Data

<b>MOD Ashchurch SA8</b>	
<b>Gross Site Area</b>	135.24 hectares
<b>Extent of Residential Area</b>	108.17 hectares
<b>Extent of Employment Area</b>	20 hectares (replacing existing provision)
<b>Housing Allocation</b>	2,725 dwellings
<b>Estimated Total Population (by 2031)</b>	3995
<b>Developer</b>	Vinci St. Modwen (Joint Venture) Robert Hitchins Ltd.
<b>Lead Technical Support</b>	Savills Pegasus Planning
<b>Joint Developer Working Arrangements (if relevant)</b>	N/A
<b>Status</b>	<p>An outline planning application has been submitted for the greenfield land to the north (14/0245/OUT). Those acting on behalf of this part of the strategic allocation confirm that they can deliver 75 units per year from 2 outlets.</p> <p>An outline application on the built MoD site is expected in 2016.</p> <p>With regard to the rest of the site: It is anticipated that a planning application will be forthcoming in 2016, following which development on site is due to commence in 2017. The first housing completions would then be delivered in 2018 with the final completions anticipated by 2030.</p>

## 2.3 Proposed Scale & Mix of Development

Table SA1, as set out on page 127 of the Joint Core Strategy, (based upon assumptions used in IDP) sets out that the site capacity at MOD Ashchurch is 2725 homes.



Source: Comprehensive Masterplan for Strategic Allocation A8 MOD Ashchurch (Pegasus, 2015)



Source: Illustrative Masterplan for Land off Aston Fields Lane (Pegasus, 2015)

## 2.4 Proposed Build Out Trajectory & Population Growth

The table below shows the phases of development as set out in the JCS Authorities' Written Statement regarding Matter 8: Site Allocations (Page 35).

	Gross Site Capacity	JCS Period Delivery	2015-2020 (dwellings)	2020-2025 (dwellings)	2025-2030 (dwellings)
Dwellings	2725	2225	225	900	950

Source: JCS Authorities (2015)

The Statement of Common Ground between the JCS Authorities and Robert Hitchins (on behalf of Vinci St. Modwen) states that:

*“The site is approximately 80.6ha and comprises of predominantly previously developed land, with some greenfield land on the western edge. The site is currently used for the MOD for storage and maintenance purposes. The site is occupied by 26 large storage buildings, various ancillary buildings and structures, storage tanks and a large area of hard standing. The indicative dwelling capacity for the strategic allocation is 2,725 dwellings and 2,225 are expected to be delivered in the plan period...”*

*The first housing completions would then be delivered in 2018 with the final completions on the site subject to this statement anticipated by the end of the JCS plan period (by 2031).”*

## 3 Infrastructure Requirements

This section of the statement sets out the current position in terms of infrastructure requirements on the site, drawing from a number of resources and the outcomes of detailed discussions with the site promoters and service providers undertaken in September / October 2015.

Alongside these discussions, the following reference documents and planning application supporting material form the basis of this position statement:

- **JCS Infrastructure Delivery Plan (IDP)** (Arup, 2014)
- **Matter 8: Strategic Allocations - Joint Core Strategy (JCS) Authorities Written Statement** (Gloucester City, Cheltenham and Tewkesbury Borough Councils, 2015)
- **Matter 8: Strategic Allocations - Statement of Common Ground (SoCG) with Robert Hitchins on behalf of Vinci St. Modwen concerning land at Strategic Allocation A8 MOD Ashchurch** (Robert Hitchins, 2015)
- **Material Supporting Planning Application 14/01245/OUT – Environmental Statement, Design and Access Statement** (Pegasus / Robert Hitchins, 2015)
- **Matter 8: Strategic Allocations – Statement to the JCS Examination by Savills on behalf of Vinci St. Modwen and the Defence Infrastructure Organisation** (Savills 2015)

Utilising this information the statements clearly identify where positions are agreed and where inconsistency may exist between site promoters and requirements of service providers (e.g. GCC Highways).

### 3.1 Identification of Priority Infrastructure

In order to identify the infrastructure components that are of most importance in the delivery of the strategic allocation, the various infrastructure sectors and specific projects within them are defined as either critical, essential or desirable infrastructure. This reflects the categories applied in the IDP and seeks in particular to identify infrastructure of most importance in the early phases of the development (e.g. first five years).

- **Critical Infrastructure:** Sectors and projects that the IDP has identified which must happen to enable the delivery of growth within the JCS.
- **Essential Infrastructure:** Sectors and projects that are required if growth is to be achieved in a timely and sustainable manner.
- **Desirable Infrastructure** – Sectors and projects that are required for sustainable growth but are unlikely to prevent development in the short to medium term.

Each infrastructure sector, sub sector and individual projects has been evaluated against these categories. With the use of a simple traffic light system, the position statements identify any gaps or disconnects between the position of the site promoter and service providers (e.g. education) that are deemed critical to

delivery. The traffic light system is used as a simple way to summarise the current position and focus the reader's attention to key delivery issues as follows:

- **red** - indicates a significant disconnect and/or difference of opinion between what service providers expect and what site promoters are proposing.
- **amber** - indicates a lack of information from service providers or site promoters, and/or ongoing discussions between parties to reach agreement. Where this is deemed a potential risk to delivery, this is highlight within this position statement.
- **green** - indicates a fully funded package of deliverable solutions is agreed between service providers and promoters for the first 5 years of completions if the infrastructure is deemed critical or a strategy is emerging if the infrastructure is essential or desirable.



## 3.2 Critical Infrastructure: Transport

Transport	Risk to SA Delivery
<b>Highways – Immediate Site Enabling Works (First 5 years)</b>	
<p><b>Pegasus / Robert Hitchins Ltd.</b> – The site is largely reliant on the existing level crossing for access and this requires further discussion / assessment. Comments from Network Rail on the current application raise major safety concerns due to the increased in usage of the level crossing with a holding objection to the proposal.</p> <p><b>Savills / St Modwen</b> – Proposing to utilise existing MOD access points from A46. The site promoters believe that subject to further discussions with Highways England and Gloucestershire County Council, highways works can be carried out to improve the capacity of junctions along the A46 to an acceptable level.</p> <p>The developers feel that individually access is achievable and does not represent a constraint to the delivery of development. There is further agreement that detailed access arrangements will be determined through the development of the masterplan.</p> <p><b>GCC Highways</b> – Consider that the existing A46 is already over capacity and therefore disagree with current positions from the site promoters. GCC Highways and Highways England consider that there is a need for a new strategic link between Junction 9 of the M5 and the A46.</p>	
<b>Highways - Strategic Network Improvements Works</b>	
<p>Further transport modelling is being undertaken to assess localised and strategic impacts of development allocations within the JCS to inform an appropriate package of mitigation measures. Work is being progressed in partnership between the district councils, county council and Highways England.</p>	
<b>Public Transport</b>	
<p><b>Pegasus / Robert Hitchins Ltd.</b> – only discussing public transport with GCC in relation to their 550 units and feel there is no need to divert services into the site for this first 550 due to the proximity of the site to existing services.</p> <p><b>Savills / St Modwen</b> – The site is within walking distance to existing bus services and will be linked to the station at Ashchurch via a pedestrian bridge.</p>	
<b>Walking &amp; Cycling</b>	
<p>Both masterplans will integrate pedestrian links within the site to existing network and enhance pedestrian crossing facilities and connecting cycle routes within the site to existing infrastructure.</p>	

### 3.3 Critical Infrastructure: Flood, Water & Waste Water

Flood, Water & Waste Water	Risk to Delivery
<b>Strategic Flood Defence (Offsite)</b>	
No strategic flood defence works are required in order to deliver this SA.	
<b>Flood Defence (Onsite)</b>	
The site is located in Flood Zone 1 and therefore at low risk of flooding. Sustainable drainage will be provided through the Masterplanning process.	
<b>Potable Water Supply</b>	
Both developers have held discussions with STW and water supply to the site is deliverable. <b>Pegasus / RHL</b> – Utility Statement outlines that STW confirm they can supply the proposed development with localised reinforcement.	
<b>Waste Water</b>	
<b>Pegasus / RHL</b> – Utility Statement outlines that a pumping station will be required to serve the proposed development. Flows will drain via gravity to the pumping station and will then be pumped through a rising main to the existing foul network located to the west of the railway. <b>St Modwen</b> – Assumes capacity at Tewkesbury STW so scheme is deliverable.	

### 3.4 Critical Infrastructure: Education

Education	Risk to Delivery
<b>Early Years &amp; Childcare</b>	
The site promoters feel that the masterplan is flexible enough to allow for early years provision alongside primary provision if required.	
<b>Primary Education</b>	
<p><b>Projects:</b></p> <ul style="list-style-type: none"> <li>Land to be made available for a one form entry (expandable to two form entry) primary school which would be completed by 2023.</li> </ul> <p><b>Pegasus / RHL</b> – outlined during discussions that a primary school could be provided if required but at the moment assumed off-site provision locally. Response to planning application suggests a primary contribution of £344,914.</p> <p><b>Savills / St Modwen</b> - The indicative Masterplan identifies land for a potential one form entry (expandable to two form entry) Primary School. This would be completed by 2023.</p> <p>During discussions to inform these position statements in September 2015, Gloucestershire County Council Education stated that ‘On site provision is suggested and should be provided at 3FE level.’</p>	

GCC Education have confirmed that the surrounding primary schools (Northway and Carrant Brook) are at capacity. It is expected that the site provides for the primary yield generated from the development.	
<b>Secondary Education</b>	
Both site promoters are assuming that off-site contributions will be made for secondary provision in the local area. GCC Education states that there is some capacity at Tewkesbury Secondary School, which is 1.5 miles from the site. However, expansion of this school could potentially take the school to 11 forms of entry, which is not ideal.	

### 3.5 Critical Infrastructure: Healthcare

<b>Primary Healthcare</b>	
<p><b>Projects</b></p> <ul style="list-style-type: none"> <li>Land to be made available for a doctor / dentist surgery.</li> </ul> <p>The Masterplan includes space for 120sqm doctor/dentist which reflects the requirement identified by the Clinical Commissioning Group.</p>	

### 3.6 Desirable Infrastructure : Community & Culture

<b>Community &amp; Culture</b>	<b>Risk to Delivery</b>
<b>Libraries</b>	
<p><b>Pegasus / RHL</b> – response to the current application suggests a contribution of £107,800 is required. <b>Savills / St Modwen</b> – Similar contributions or on-site provision expected but unclear at this stage.</p>	
<b>Community Centres</b>	
The provision of community centres / facilities are subject to future discussions with flexibility to provide facilities on-site or make appropriate financial contributions.	

### 3.7 Desirable Infrastructure: Sports & Outdoor Recreation (Pitches & Play Space), Informal & Natural Open Space

Open Space, Sport and Recreation	Risk to Delivery
<b>Open Space</b>	
<p><b>Pegasus / RHL</b> – Open space is incorporated through the Masterplan with a focus on the western and southern boundaries, providing a buffer between the site and existing development.</p> <p><b>Savills / St Modwen</b> – The provision of strategic and local green infrastructure at MOD Ashchurch will be promoted through the Masterplan. This includes connections to the wider countryside beyond the site boundary, to support the JCS Green Infrastructure Strategy. Current thinking includes for the creation of a variety of formal public parks, informal green space, parkland and playing fields. The Masterplan will also seek to maintain existing planting on the western edge to protect the setting of St Nicholas Church and the village of Ashchurch.</p>	
<b>Sport &amp; Recreation facilities</b>	
<p><b>Projects:</b></p> <ul style="list-style-type: none"> <li>• NEAP's and LEAPs to be provided throughout the Masterplan area</li> <li>• Sports pitch provision incorporated into the Pegasus / RHL site</li> </ul> <p><b>Pegasus / RHL</b> – The current Masterplan includes sports pitch provision in the areas adjacent to the railway line and the scheme also provides a number of NEAPs and LEAPs.</p> <p><b>Savills / St Modwen</b> - A series of children's play areas, recreational spaces and green infrastructure are proposed throughout the site.</p>	

### 3.8 Essential Infrastructure: Energy

Energy	Risk to Delivery
<b>Electricity Generation</b>	
No electricity generation is proposed on the site.	
<b>Electricity Transmission &amp; Distribution</b>	
There is currently ample capacity at Tewkesbury to accommodate the proposals although further 11kV circuit studies will be required to identify if reinforcement work is required.	

Cheltenham, Gloucester and  
Tewkesbury Councils

**SA9 – Ashchurch**

Infrastructure Delivery Position  
Statements

Issue | 20 November 2015

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Job number

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# 1 Summary of Infrastructure Risk

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This statement has been produced to set out the current position in terms of infrastructure requirements for the proposed Site Allocation at Ashchurch.

The statement draws upon a number of resources including planning application supporting material and detailed discussions with the site promoters and service providers undertaken in September / October 2015. Through this process, the document identifies any risks to the delivery of infrastructure and creates a strategy to mitigate these risks. This will then inform the inspector at the examination of the Gloucester, Cheltenham and Tewkesbury Joint Core Strategy.

For the purposes of the examination, the National Planning Practice Guidance (NPPG) only requires specific infrastructure requirements to be identified for the first five years of the plan period. This is set out in paragraph 018, reference 12-018-20140306 (Nov 2015).

*“The Local Plan should make clear, for at least the first five years, what infrastructure is required, who is going to fund and provide it, and how it relates to the anticipated rate and phasing of development... For the later stages of the plan period, less detail may be provided as the position regarding the provision of infrastructure is likely to be less certain.”*

As such, this statement focuses on the infrastructure required to ensure delivery during the first five years of the plan period, although where information has been available, the longer term needs are presented, although may be subject to change due to market forces. Where information was not available, reflecting scheme development, infrastructure needs, triggers and costs have been estimated.

The review and consultation undertaken has revealed the following headline issues with regards to infrastructure:

- Costs of site enabling works, namely improvements to the existing accesses from the A46 will be incurred by the developer. It is estimated that these will be delivered from 2017 onwards.
- Strategic improvements to the road network are required, however these are yet to be fully defined.
- Enhanced bus services are proposed between Ashchurch railway station, the proposed Factory Outlet Centre and Tewkesbury town centre at the expense of the service provider. It is assumed that this will be operational in line with the opening of the retail outlets, in approximately 2018 to 2019.
- Improvements are proposed towards walking and cycling links to the surrounding area and along the A46. It is expected that the improvements would be made concurrently with the changes to accesses.

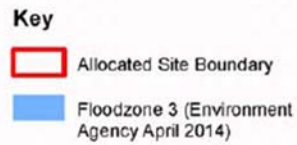
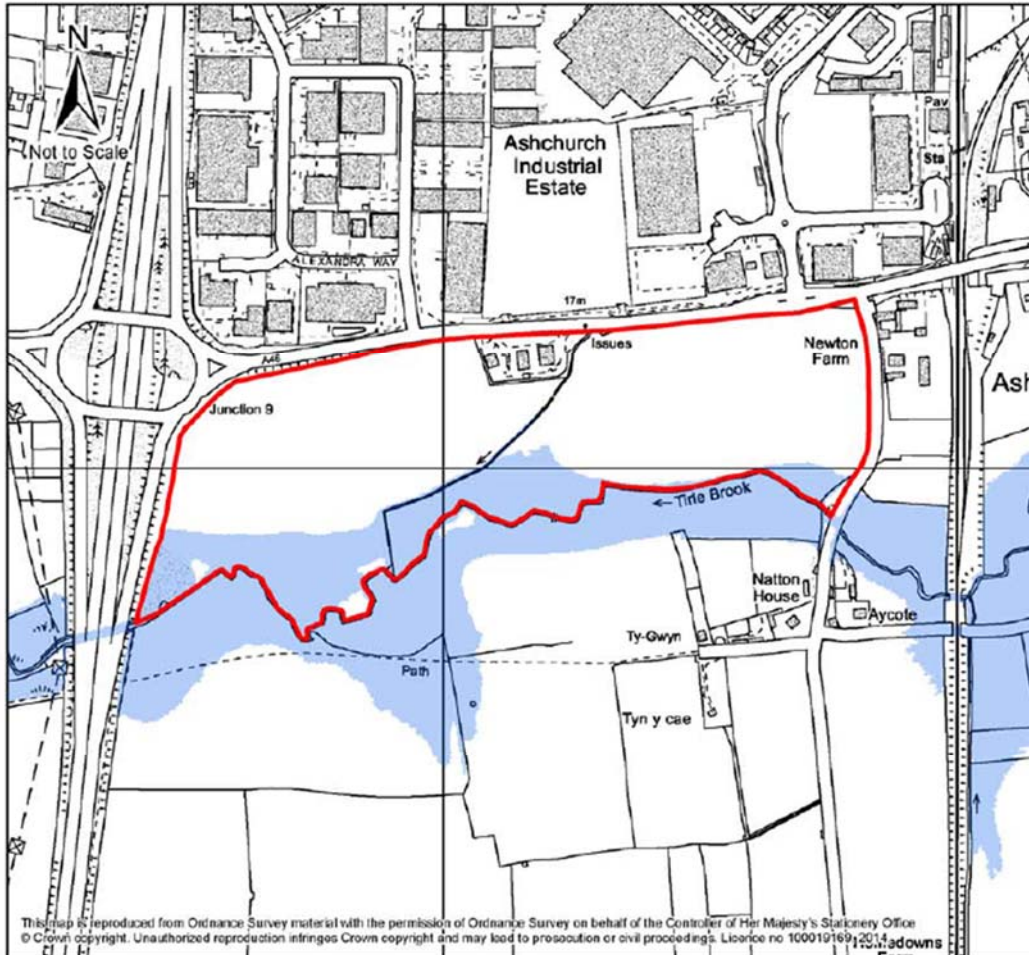
Immediate Site Enabling Works						Infrastructure Trigger												Notes
Project Title	Risk to SA Delivery	Project Status	Contribution Type	Estimated / Agreed Cost	Lead Organisation	2015-2020				2021-2025				2026-2031				
Extension to the existing accesses		Agreed in principle	Onsite	Cost to developer	Developer													
<b>Strategic Network Improvement Works</b>																		
Strategic road network improvements		Ongoing discussions	Offsite	Unknown	Gloucestershire County Council													
<b>Public Transport</b>																		
Enhanced bus services between Ashchurch railway station, the proposed Factory Outlet Centre and Tewkesbury town centre		Ongoing discussions	Offsite	Cost to service provider	Service provider													Assumed to be operational in-line with opening of the retail outlets
<b>Walking &amp; Cycling</b>																		
Financial contribution towards a new footway/cycleway on Northway Lane		Agreed in principle	Offsite	Cost to developer	Gloucestershire County Council													
Financial contribution towards a link across the motorway to Shannon Way		Agreed in principle	Offsite	Cost to developer	Gloucestershire County Council													
Improvements to A46 footpath/cycleway		Agreed in principle	Offsite	Cost to developer	Gloucestershire County Council													



## 2 Strategic Allocation Key Data

### 2.1 Location & Extent of Allocation

Joint Core Strategy Strategic Allocations - A9



Source: Joint Core Strategy (JCS Authorities, 2015)

## 2.2 Key Data

<b>Ashchurch SA9</b>	
<b>Gross Site Area</b>	20.21 hectares
<b>Extent of Residential Area</b>	N/A
<b>Extent of Employment Area</b>	14.3 hectares
<b>Housing Allocation</b>	N/A
<b>Estimated Total Population (by 2031)</b>	N/A
<b>Developer</b>	Robert Hitchins Ltd
<b>Lead Technical Support</b>	CGMS Consulting
<b>Joint Developer Working Arrangements (if relevant)</b>	
<b>Status</b>	Outline application (Ref 13/01003/OUT) (with all matters reserved except access) for proposed garden centre, retail outlet centre and ancillary facilities together with associated infrastructure works including access), car parking and landscaping submitted in October 2013.

## 2.3 Proposed Scale & Mix of Development

Application No. 13/01003/OUT submitted by Robert Hitchins Ltd proposes the development of a garden centre, retail outlet and ancillary facilities, with associated car parking and landscaping. The application proposes 11.98 ha of built development, including main road infrastructure, with 3.09 ha for landscape, open space and drainage.

The masterplan submitted with Application No. 13/01003/OUT is included below:



Source: Design and Access Statement (Robert Hitchins 2013)

## 2.4 Proposed Build Out Trajectory & Job Growth

The JCS Written statement (page 31) states:

“During the construction phase it is estimated that there will be around 289 FTE per year for two years and a net FTE of 581 jobs during operation. It is expected that the first retail units can be delivered within 18 months of the grant of outline planning permission.”

## 3 Infrastructure Requirements

This section of the statement sets out the current position in terms of infrastructure requirements on the site, drawing from a number of resources and the outcomes of detailed discussions with the site promoters and service providers undertaken in September / October 2015.

Alongside these discussions, the following reference documents and planning application supporting material form the basis of this position statement:

- **JCS Infrastructure Delivery Plan (IDP)** (Arup, 2014) NB: As a result of that the commercial focus of this allocation, the IDP does not contain infrastructure benchmarks for this site.
- **Matter 8: Strategic Allocations - Joint Core Strategy (JCS) Authorities Written Statement** (Gloucester City, Cheltenham and Tewkesbury Borough Councils, 2015)
- **Matter 8: Strategic Allocations – Representations made to the JCS Examination by Hunter Page Planning on behalf of Ashville Staverton (Hunter Page 2015)**
- **Matter 8: Strategic Allocations – Statement to the JCS Examination by CMS Consulting on behalf of Robert Hitchins** (CMS Consulting 2015)
- **Matter 8: Strategic Allocations - Statement of Common Ground (SoCG) by CgMs on behalf of Robert Hitchins Limited Concerning land at Strategic Allocation A9** (2015)
- **Material Supporting Planning Application 13/01003/OUT – Environmental Statement, Design and Access Statement and Utility Statement** (2013)

### 3.1 Identification of Priority Infrastructure

In order to identify the infrastructure components that are of most importance in the delivery of the strategic allocation we have sought to identify which sectors (and specific projects within those sectors) that are most important to the allocations delivery and in particular the early phases of development. The infrastructure sectors and specific projects within them are defined as either critical, essential or desirable infrastructure. These terms were used within the JCS Infrastructure Delivery Plan (August 2014) and are defined as follows:

- **Critical Infrastructure:** Sectors and projects that the IDP has identified which must happen to enable the delivery of growth within the JCS.
- **Essential Infrastructure:** Sectors and projects that are required if growth is to be achieved in a timely and sustainable manner.
- **Desirable Infrastructure** – Sectors and projects that are required for sustainable growth but are unlikely to prevent development in the short to medium term.

Each infrastructure sector, sub sector and individual projects has been evaluated against these categories. Each proforma flags, with the use of a simple traffic

light system, which sectors, sub sectors and specific projects (where known) are felt to be the most critical to the delivery of the strategic allocation. Any gaps or disconnects between the IDP (or subsequently by service providers) and what is proposed within the emerging masterplan or planning application for a SA that are deemed critical to delivery will be flagged and those most critical issues for resolution identified.

The traffic light system is used to summarise the current view on extent of uncertainty and risk associated with each infrastructure type:

- **red** - indicates a significant disconnect and/or difference of opinion between what service providers expect and what site promoters are proposing.
- **amber** - indicates a lack of information from service providers or site promoters, and/or ongoing discussions between parties to reach agreement. Where this is deemed a potential risk to delivery, this is highlight within this position statement.
- **green** - indicates a fully funded package of deliverable solutions is agreed between service providers and promoters for the first 5 years of completions if the infrastructure is deemed critical or a strategy is emerging if the infrastructure is essential or desirable.

## 3.2 Critical Infrastructure: Transport

Transport	Risk to SA Delivery
<b>Highways – Immediate Site Enabling Works (First 5 years)</b>	
<p>Vehicular access is provided from the existing accesses to the existing retail uses from the A46. These will be extended and car parking to be provided onsite.</p> <p>Gloucestershire County Council and Highways England have agreed these access arrangements.</p>	
<b>Highways - Strategic Network Improvements Works</b>	
<p>Further transport modelling is being undertaken to assess localised and strategic impacts of development allocations within the JCS to inform an appropriate package of mitigation measures. Work is being progressed in partnership between the district councils, county council and Highways England.</p>	
<b>Public Transport</b>	
<p>The application 13/01003/OUT includes provision for enhanced bus services between Ashchurch railway station, the proposed Factory Outlet Centre and Tewkesbury town centre or otherwise funding those service enhancements for a period of 5 years.</p> <p>This service is proposed to complement the existing Stagecoach service 41/42.</p>	
<b>Walking &amp; Cycling</b>	
<div data-bbox="279 1070 1313 1234" style="background-color: #f0f0f0; padding: 5px;"> <p><b>Projects</b></p> <ul style="list-style-type: none"> <li>• Footpath/Cycleway to Northway Lane</li> <li>• Link to Shannon Way across motorway</li> <li>• Improvements to A46 footpath/cycleway</li> </ul> </div> <p>Financial contributions are to be made to the cost of the new footpath/cycleway which is to be constructed by the Council on the east side of Northway Lane.</p> <p>A contribution is to be made to make improvements to the motorway to Shannon Way link.</p> <p>Improvements are proposed to the footpath/cycle way on north of A46.</p> <p>Pedestrian crossings into the site will be introduced.</p>	

### 3.3 Critical Infrastructure: Flood, Water & Waste Water

<b>Flood, Water &amp; Waste Water</b>	<b>Risk to Delivery</b>
<b>Strategic Flood Defence (Offsite)</b>	
No strategic flood defences are required are required to enable the development.	
<b>Flood Defence (Onsite)</b>	
No flood defence is required onsite. A flood risk assessment and drainage strategy have been submitted as part of application 13/01003/OUT. Flood storage betterment is to be provided onsite. The approach has been agreed with the Environment Agency.	
<b>Potable Water Supply</b>	
The Utility Statement submitted with Application 13/01003/OUT states that the site currently has potable water apparatus running along or adjacent most of its boundaries.	
<b>Waste Water</b>	
No capacity improvements are required at the closest sewage treatment works.	

### 3.4 Desirable Infrastructure: Informal & Natural Open Space

<b>Open Space, Sport and Recreation</b>	<b>Risk to Delivery</b>
<b>Open Space</b>	
Significant green infrastructure has been shown to the southern part of the strategic allocation associated with the Tirlle Brook. Structural landscaping to mitigate potential impacts will create a natural edge to the development which will reduce the visibility of the new development, existing highway and existing commercial buildings to the north of the application site.	

### 3.5 Essential Infrastructure: Energy

Energy	Risk to Delivery
<b>Electricity Generation</b>	
<p>The material supporting Planning Application 13/00103/OUT indicates 300KW of PV is the most appropriate generation technology for the site, should the developer wish to pursue this option.</p>	
<b>Electricity Transmission &amp; Distribution</b>	
<p>The Utility Statement submitted with Planning Application 13/00103/OUT states that the site at present has electricity apparatus running along its northern boundary (along the A46). There is no apparatus immediately along any of the other boundaries but there is existing apparatus to the west of the M5 and alongside the railway line to the east of the site.</p> <p>The Utility Statement submitted by the applicant states the total costs for diversion and connection of electricity infrastructure is approximately £520,000.</p> <p>Western Power Distribution (WPD) indicated that no local network reinforcement works are proposed to meet the demands of the development. WPD propose to install two new circuits out of Tewkesbury substation.</p>	

### 3.6 Other Infrastructure

As a result of that the commercial focus of this allocation, the provision of education, healthcare, community & culture, sports & outdoor recreation and emergency services is not discussed within this Position Statement.