

Cheltenham, Gloucester and
Tewkesbury Councils

SA9 – Ashchurch

Infrastructure Delivery Position
Statements

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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

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:

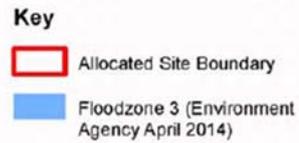
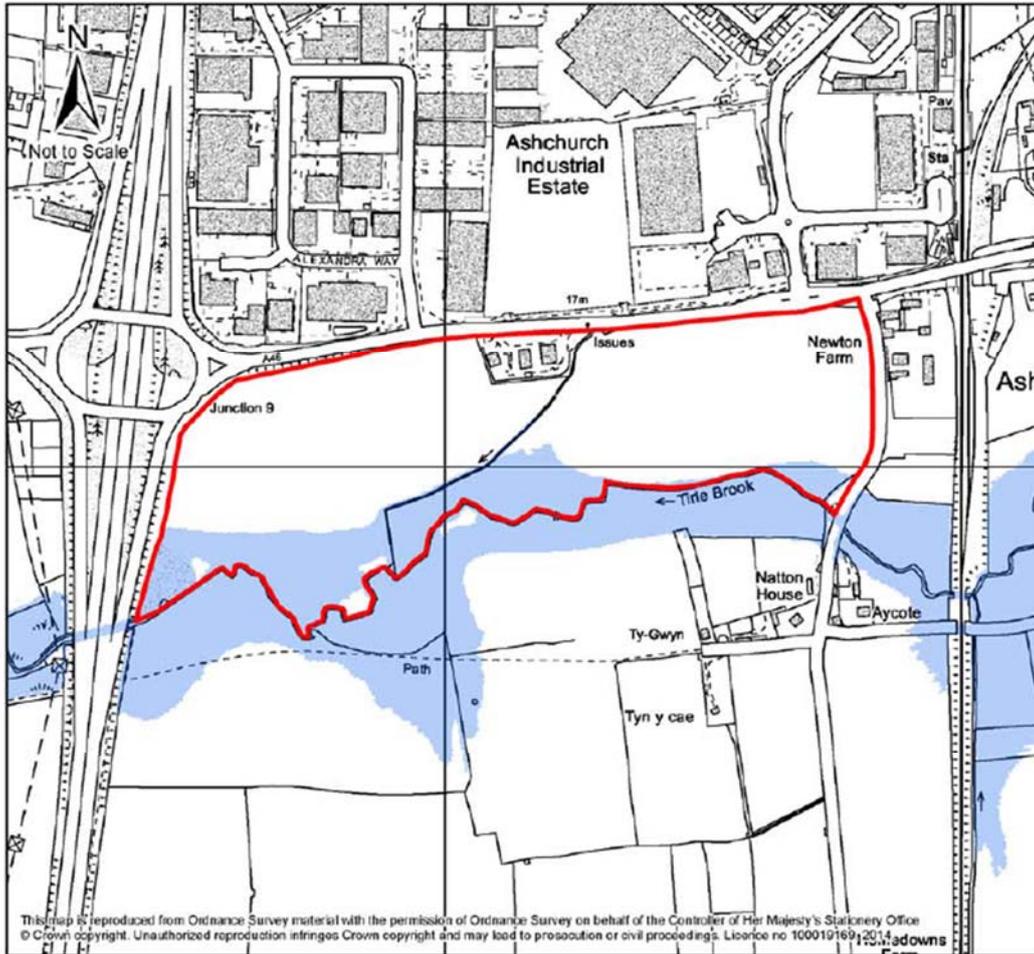
- Costs of site enabling works, namely improvements to the existing accesses from the A46 will be incurred by the developer. It is estimated that these will be delivered from 2017 onwards.
- Strategic improvements to the road network are required, however these are yet to be fully defined.
- Enhanced 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													
Strategic Network Improvement Works																		
Strategic road network improvements		Ongoing discussions	Offsite	Unknown	Gloucestershire County Council													
Public Transport																		
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
Walking & Cycling																		
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

Ashchurch SA9	
Gross Site Area	20.21 hectares
Extent of Residential Area	N/A
Extent of Employment Area	14.3 hectares
Housing Allocation	N/A
Estimated Total Population (by 2031)	N/A
Developer	Robert Hitchins Ltd
Lead Technical Support	CGMS Consulting
Joint Developer Working Arrangements (if relevant)	
Status	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 highlighted 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
Highways – Immediate Site Enabling Works (First 5 years)	
<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>	
Highways - Strategic Network Improvements Works	
<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>	
Public Transport	
<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>	
Walking & Cycling	
<div data-bbox="279 1070 1311 1234" style="background-color: #e0e0e0; padding: 5px;"> <p>Projects</p> <ul style="list-style-type: none"> • Footpath/Cycleway to Northway Lane • Link to Shannon Way across motorway • Improvements to A46 footpath/cycleway </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

Flood, Water & Waste Water	Risk to Delivery
Strategic Flood Defence (Offsite)	
No strategic flood defences are required are required to enable the development.	
Flood Defence (Onsite)	
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.	
Potable Water Supply	
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.	
Waste Water	
No capacity improvements are required at the closest sewage treatment works.	

3.4 Desirable Infrastructure: Informal & Natural Open Space

Open Space, Sport and Recreation	Risk to Delivery
Open Space	
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
Electricity Generation	
<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>	
Electricity Transmission & Distribution	
<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.