

Cheltenham, Gloucester and  
Tewkesbury Councils

**SA8 – MOD Ashchurch**

Infrastructure Delivery Position  
Statements

Issue | 20 April 2016

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

**Ove Arup & Partners Ltd**  
63 St Thomas St  
Bristol  
BS1 6JZ  
[www.arup.com](http://www.arup.com)

**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:

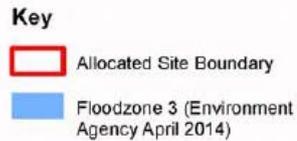
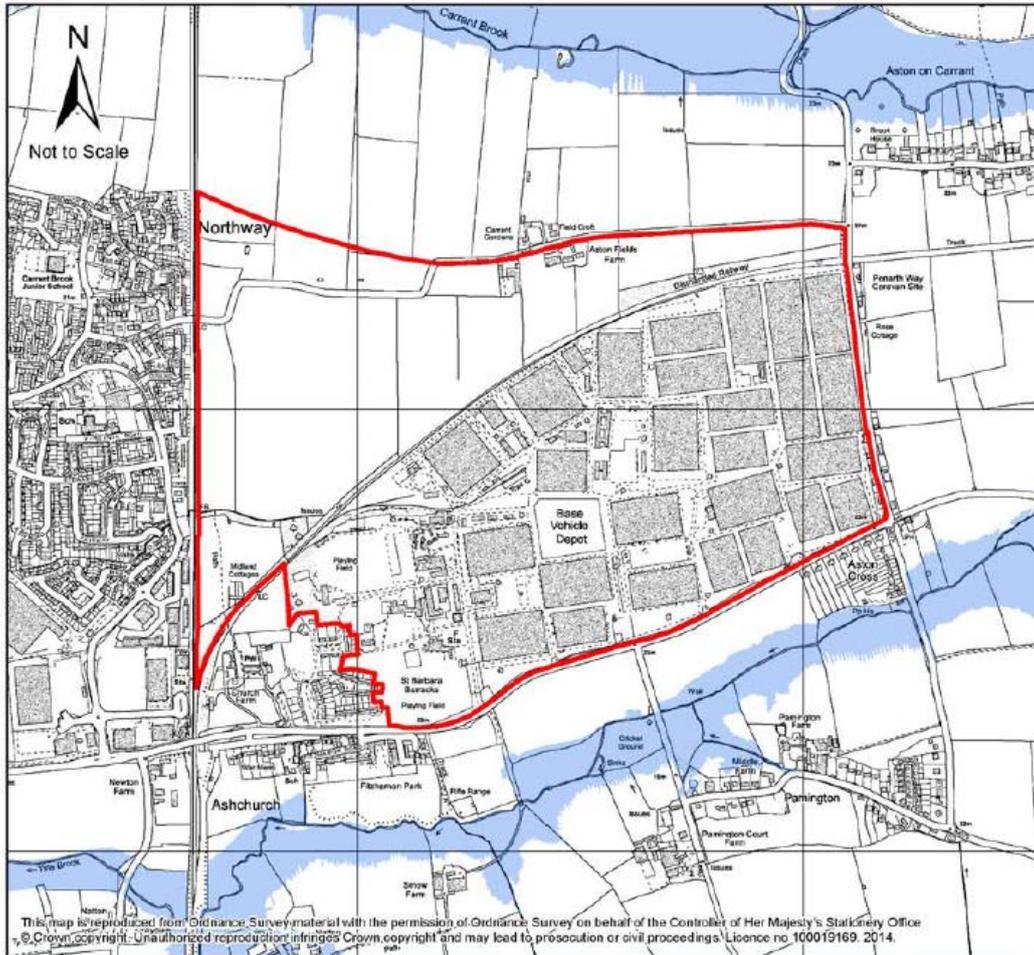
- The developer proposes to utilise the existing access points onto the MOD. This is not considered sufficient by Highways England, who consider that the existing A46 is already over capacity and therefore disagree with current positions from the site promoters. Access to the northern portion of the 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.



## 2 Strategic Allocation Key Data

### 2.1 Location & Extent of Allocation

Joint Core Strategy Strategic Allocations - A8



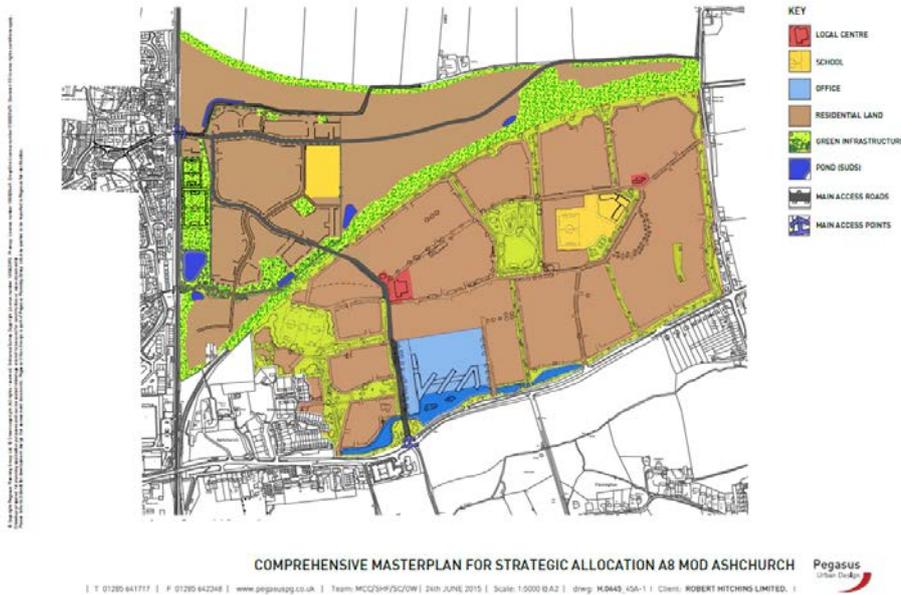
Source: Joint Core Strategy (JCS Authorities, 2015)

## 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:</p> <p>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. Discussions are ongoing.</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. Discussions are ongoing.</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 although discussions are ongoing. 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.</p> <p><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.	