

Cheltenham, Gloucester and
Tewkesbury Councils

SA5 – NW Cheltenham

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 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.

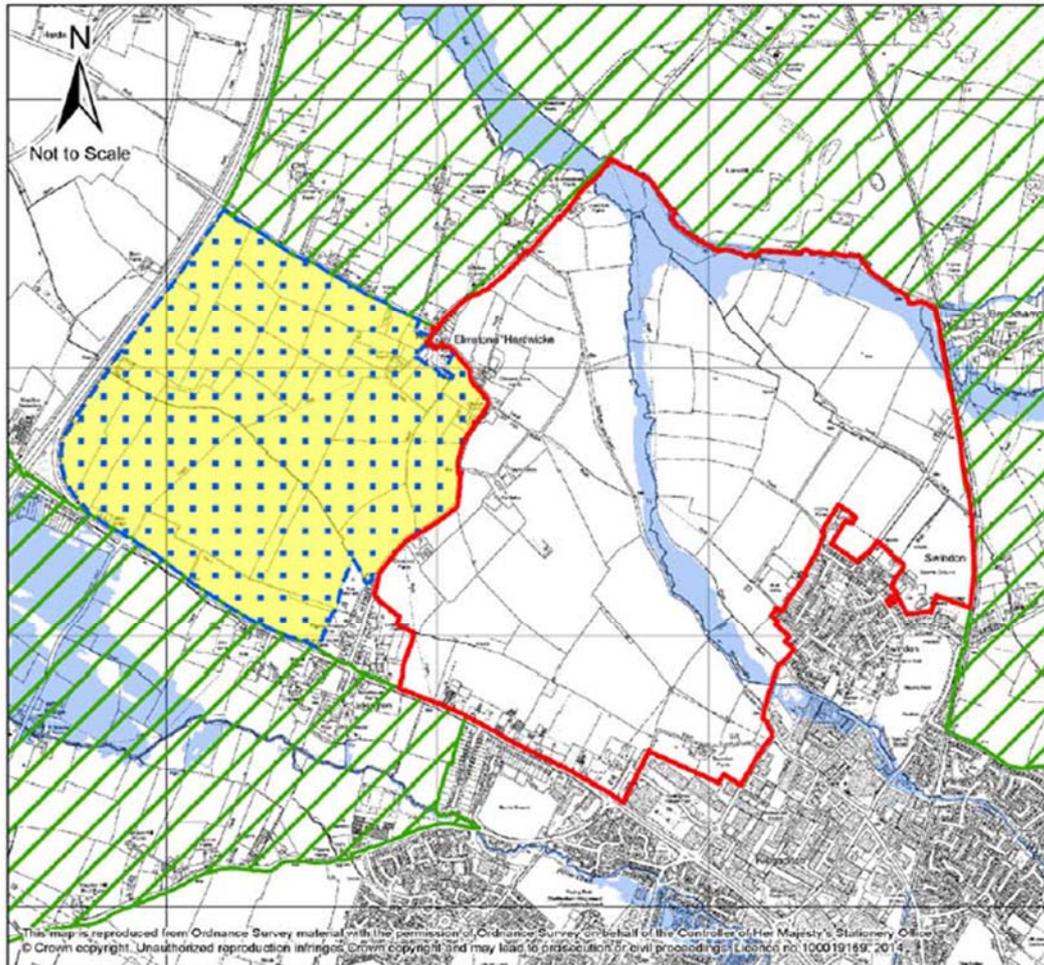
The review and consultation undertaken has revealed the following headline issues with regards to infrastructure:

- 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 (ages 2-18) and one 3 Form primary school (ages 4-11). The all-through school is programmed to be completed at the end of phase two, 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	
Gross Site Area	320.64 hectares
Extent of Residential Area	191.63 hectares
Extent of Employment Area	23.4 hectares
Housing Allocation	4,785 dwellings
Estimated Total Population (by 2031)	8995 (IDP 2014 estimate)
Developer	Elms Park Consortium (Bloor / Persimmon) Brockhampton Lane Consortium (Redrow) Zurich Financial Services
Lead Technical Support	Hunter Page Boyer Planning Barton Willmore
Joint Developer Working Arrangements (if relevant)	
Status	Planning Application to be submitted subject to the outcome of the Examination.

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 SoCG¹ 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 SoCG¹ and Brockhampton Lane SoCG² that the indicative capacity of the site 4,785 dwellings and approximately 23.4 hectares of employment land.

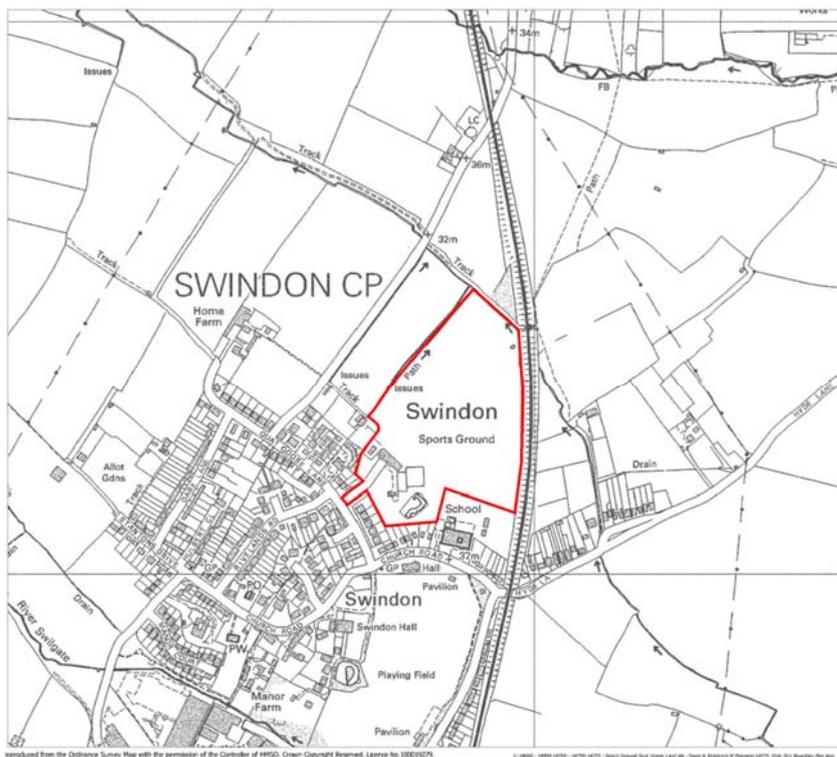
¹ Elms Park, NW Cheltenham on behalf of Bloor Homes Ltd. and Persimmon Homes Ltd. (July 2015)

² 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).

	Gross Site Capacity	2015-2020 (dwellings)	2020-2025 (dwellings)	2025-2030 (dwellings)
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
- **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:

- **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 Delivery of SA
Highways – Immediate, Enabling Works (First 5 years)	
<p>Projects</p> <ul style="list-style-type: none"> • New A4019 Tewkesbury Road accesses • New access from Manor Road • Public Transport only access via Quat Goose Lane <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>	
Highways – Strategic Network Improvements	
<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>Projects</p> <ul style="list-style-type: none"> • A transport hub <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>	
Walking & Cycling	
<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
Strategic Flood Defence (Offsite)	
No strategic flood defences are required are required to enable the development.	
Flood Defence (Onsite)	
<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>	
Potable Water Supply	
A new water main is proposed from Hayden Road.	
Waste Water	
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
Early Years & Childcare	
<p>It is proposed by the developer that one ‘all-through’ school will be delivered on the-site in phase two. Early years provision could be provided as part of this ‘all-through’ school and/or could be provided through wider community facilities.</p>	
Primary Education	
<p>Projects</p> <ul style="list-style-type: none"> • 3 Form Entry Primary School • 3 Forms of Primary School Entry as part of all-through school <p>One ‘all-through’ school incorporating up to 3 forms of entry of primary provision will be delivered during phase 1 and completed by 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 630 places.</p> <p>Discussions are advancing on the required provision, nature of and location of an all-through school and a primary school.</p>	
Secondary Education	
<p>Projects</p> <ul style="list-style-type: none"> • Up to 6 Forms of Secondary School Entry as part of all-through school <p>One ‘all-through’ school will be delivered during phase 1 and completed by 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 6 forms of entry allowing sufficient capacity for the anticipated generated demand, as well as some additional capacity should this be required.</p> <p>The estimated cost of the provision of up to 6 primary school forms of entry, up to 6 secondary school forms of entry and additional early year’s provision is £37m.</p>	

3.5 Critical Infrastructure: Healthcare

Primary Healthcare	
<p>Projects</p> <ul style="list-style-type: none"> • New GP Surgery to be provided onsite • New Dental Surgery to be provided onsite <p>Discussions with NHS England have identified a requirement for a 5-6 GP health centre, 830m² 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
Libraries	
A contribution is proposed to increase offsite library provision. The size of the contribution is yet to be agreed.	
Community Centres	
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
Open Space	
<p>The masterplan includes new woodland and hedgerow planting, local informal and formal parks and natural green space.</p>	
Sport & Recreation facilities	
<div style="background-color: #e0e0e0; padding: 5px;">Projects</div> <ul style="list-style-type: none"> • Sports Pitch provision on school site <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 during Phase 1, and completed by Phase 2. These will be available for wider community use. 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
Electricity Generation	
No onsite energy generation is proposed as part of this development.	
Electricity Transmission & Distribution	
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.	