

Cheltenham, Gloucester and  
Tewkesbury Councils

**SA3 – South Churchdown**

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**



# Contents

---

	Page	
<b>1</b>	<b>Summary of Infrastructure Risk</b>	<b>1</b>
<b>2</b>	<b>Strategic Allocation Key Data</b>	<b>1</b>
2.1	Location & Extent of Allocation	1
2.2	Key Data	2
2.3	Proposed Scale & Mix of Development	2
2.4	Proposed Build Out Trajectory & Population Growth	4
<b>3</b>	<b>Infrastructure Requirements</b>	<b>5</b>
3.1	Identification of Priority Infrastructure	5
3.2	Critical Infrastructure: Transport	7
3.3	Critical Infrastructure: Flood, Water & Waste Water	8
3.4	Critical Infrastructure: Education	8
3.5	Critical Infrastructure: Healthcare	9
3.6	Desirable Infrastructure : Community & Culture	9
3.7	Desirable Infrastructure: Sports & Outdoor Recreation (Pitches & Play Space), Informal & Natural Open Space	10
3.8	Essential Infrastructure: Energy	10

# 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 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.

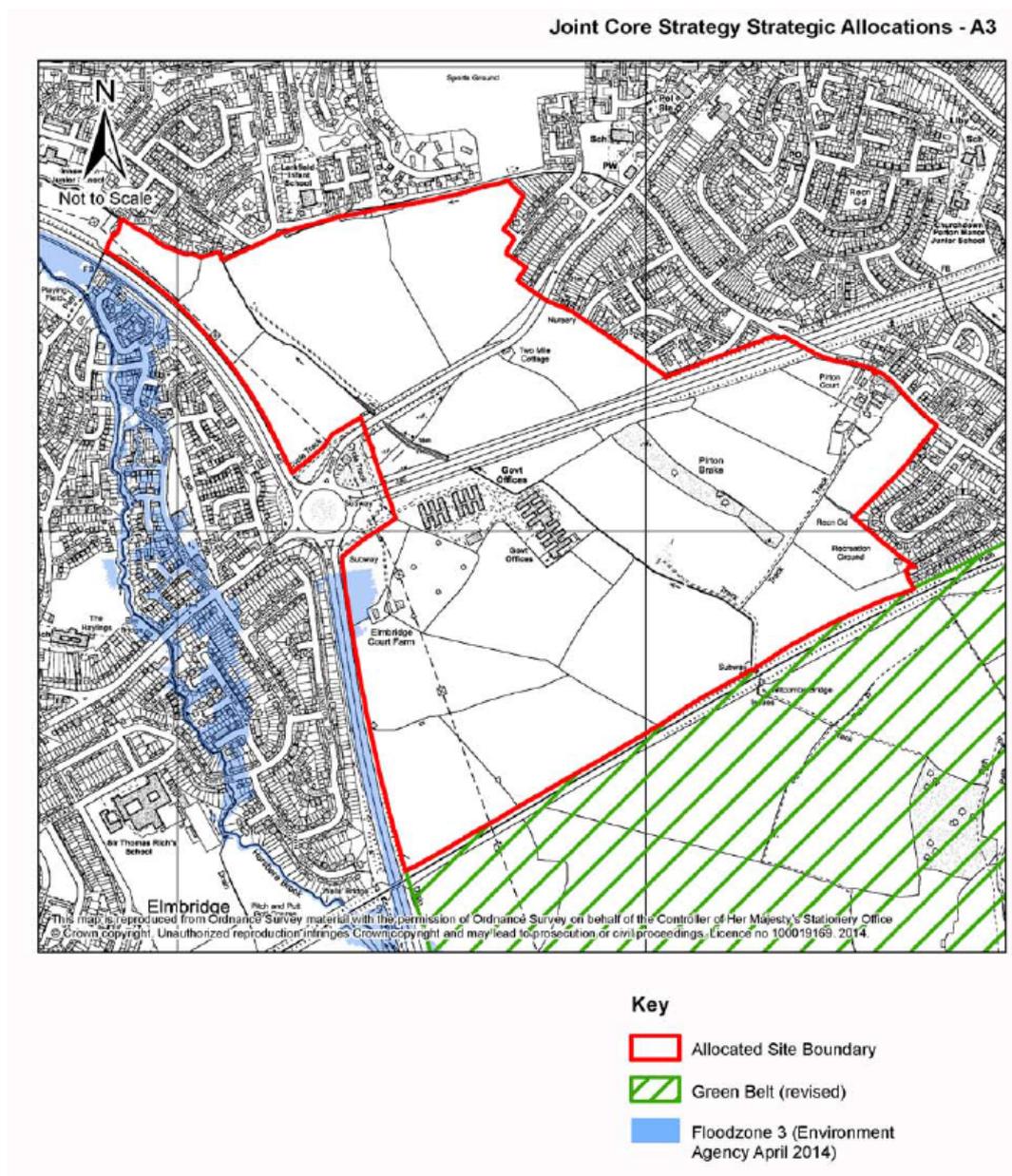
The review and consultation undertaken has revealed the following headline issues with regards to infrastructure:

- 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



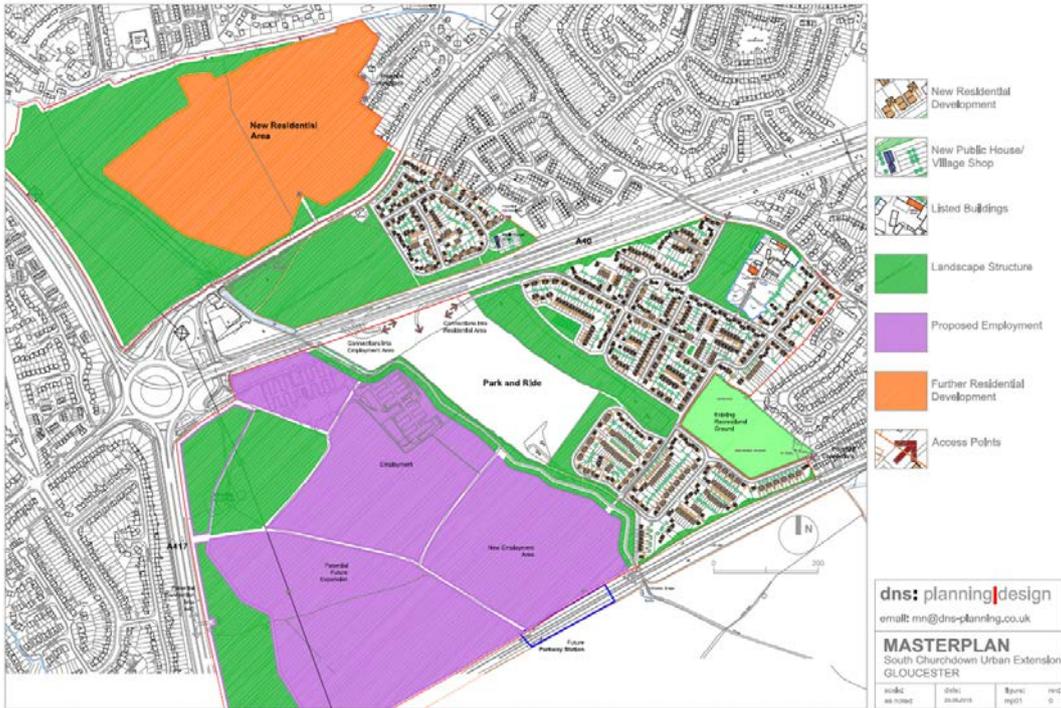
Source: Joint Core Strategy (JCS Authorities, 2015)

## 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 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
<b>Highways – Immediate Site Enabling Works (First 5 years)</b>	
<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>	
<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>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>	
<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

Flood, Water & Waste Water	Risk to Delivery
<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>	
<p>There is reasonable spare capacity at Netheridge STW with no land or physical constraints preventing future expansion if needed.</p> <p>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.</p>	

### 3.4 Critical Infrastructure: Education

Education	Risk to Delivery
<b>Early Years &amp; Childcare</b>	
<p>No on-site provision is planned as part of either residential element of the SA. Both developers are proposing off-site contributions.</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>No on-site provision is planned as part of either residential element of the SA. Both developers are proposing off-site contributions.</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> <p>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.’</p>	
<b>Secondary Education</b>	
<p>No on-site provision is planned as part of either residential element of the SA. Both developers are proposing off-site contributions.</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>	

### 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>	
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.	
<b>Sport &amp; Recreation facilities</b>	
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.	

### 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>	
Overhead power lines pass close to the west of the allocation and have been considered in the Masterplanning of the site. 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.	