



Peter Evans Partnership
**Transport Planning
& Highway Consultants**

**STATEMENT ON BEHALF OF
CHELTENHAM BOROUGH COUNCIL
FINANCE & ASSETS**

**OBERVATIONS ON
M5 J10 IMPROVEMENTS
DRAFT DEVELOPMENT CONSENT ORDER**

Barn Farm, Stanboro Lane

JUNE 2024

21 Richmond Hill, Clifton
Bristol BS8 1BA
Tel: 0117 973 4355
Fax: 0117 973 2793
mail@pep-bristol.co.uk
www.pep-bristol.co.uk

Peter Evans Partnership Limited
Registered in England and Wales
No.4373657
Registered Office: Bath House,
6-8 Bath Street, Bristol, BS1 6HL

1.0 INTRODUCTION

1.1 Background

- 1.1.1 These Observations have been prepared on behalf of Cheltenham Borough Council (CBC) Finance & Assets, who are the landowners of Barn Farm to the north west of M5 Junction 10. This forms part of CBC Finance & Assets written representations to the Development Consent Order (DCO) Pre-Examination process. CBC is supportive of the scheme and are just seeking to have the attenuation pond on the north westside of the scheme relocated.
- 1.1.2 The Barn Farm site was submitted to the Gloucestershire County Council's (GCC's) "call for sites" for its Waste Plan review. The site could provide land for a new recycling depot to serve CBC and Tewkesbury Borough Council (TBC) areas, plus the potential need for further waste and highways depots for GCC area as a whole. This would be strategically important to serve the three authorities and planned growth in the region.
- 1.1.3 The Barn Farm site was also submitted to CBC, Gloucester City Council and TBC as a potential strategic development site through the JCS review in 2022 and also through the Strategic and Local Plan (SLP) Issues and Options Consultation in Spring 2024. PEP prepared a Site and Access Appraisal Notes to accompany these submissions.
- 1.1.4 The Barn Farm site has also been submitted as part of the Draft Regulation 18 Housing and Economic Land Availability Assessment (HELAA) process and in the December 2023 Tewkesbury HELAA it is identified as potentially developable for housing and employment uses, site reference ELM011. The HELAA stated the site could form part of an option for a strategic site / new settlement with an access from the A4019.
- 1.1.5 In summary, whilst the Barn Farm site does not currently have any formal planning status, it has identified development potential and could provide a crucial piece of strategic infrastructure for CBC, TBC and GCC.

1.2 Aim of Observations

- 1.2.1 The Council, including Finance & Assets is supportive of the improvements to M5 J10 as they will enhance access to Cheltenham and surrounding area from the motorway network, support economic growth and improve connections for non motorised users over the M5 motorway.
- 1.2.2 The attenuation basin 1 proposed would make it difficult to provide a new junction at an appropriate standard to serve potential strategic and infrastructure development at the Barn Farm site in the future.

1.2.3 These observations have therefore been prepared to explore whether this attenuation pond can be moved or redesigned to enable a suitable junction to be provided in order to access the potential recycling depot and wider development on the Barn Farm site.

1.2.4 PEP and CBC would like to discuss if the relocation of the pond could be achieved, with the DCO team.

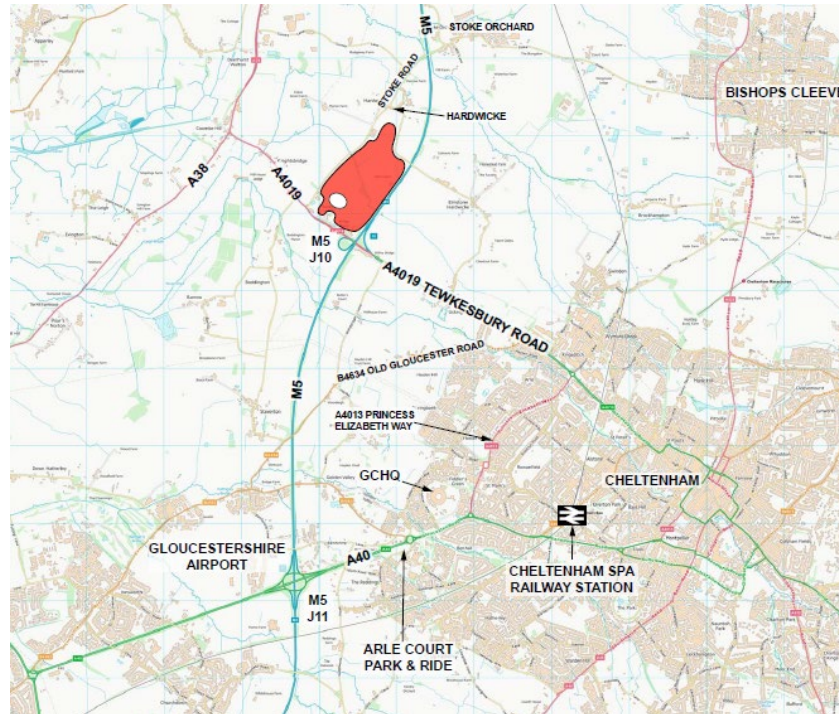
1.2.5 The Note continues:

- in Section 2; with a brief description of the site location;
- in Section 3; with a summary of the adopted and emerging policy and evidence base in relation to the Barn Farm site;
- in Section 4; with a description of the potential site development proposals and site access arrangements;
- in Section 5; with an appraisal of the site access and the M5 J10 scheme attenuation pond; and
- in Section 6 with our conclusions.

2.0 SITE LOCATION

2.1 Strategic Location

- 2.1.1 The Barn Farm site forms the eastern part of a wider area identified as land north west of M5 J10, HELAA reference ELM011. It is north of Stanboro Lane and the A4019, east of Stoke Road and west of the M5. M5 J10 is at the south east corner of the site. Cheltenham is some 3km to the east of the site. The broad location of the ELM011 land is shown below.



2.2 Site Accessibility

- 2.2.1 Stanboro Lane is a cul-de-sac providing access to the site and several residential and commercial properties only. It forms a priority junction with the A4019, some 350m west of M5 J10. The A4019 connects Cheltenham with the M5 and the A38. It has a continuous footway along its northern side and is a main bus route.
- 2.2.2 Stanboro Lane would not provide a suitable access for a large number of refuse and recycling lorries or allow the future development of the site as suggested through the call for sites process.

3.0 EMERGING PLANNING POLICY

3.1 Strategic Local Plan

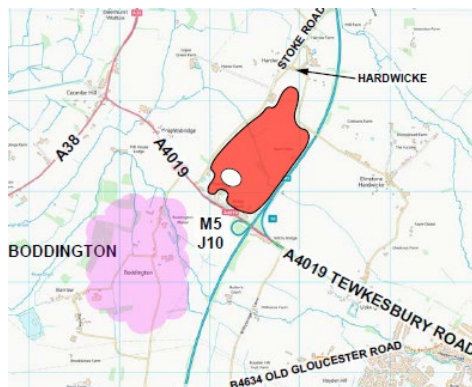
3.1.1 The Barn Farm site is identified in the Tewkesbury HELAA as having development potential. As part of the SLP consultation dated December 2023, the sites submitted as part of the HELAA process have been aligned against a set of six broad development option scenarios, namely.

- Urban concentration
- Urban extensions
- Urban extensions, avoiding the Green Belt
- New strategic settlements
- Rural dispersal
- Sustainable transport

3.1.2 The Barn Farm site and land to the north west of M5 J10 is aligned with:

- Development Scenario 4b New Settlement – A comprehensive, master-planned new settlement around Boddington.
- Development Scenario 5 Rural Dispersal – distributing growth widely across the rural area.
- Development Scenario 6 Sustainable transport – locations along existing and high frequency public transport, walking and cycling routes.

3.1.3 The hamlet of Boddington is broadly illustrated on the image below.



3.1.4 A Sustainable Transport Strategy Broad Site Assessment Report was prepared in December 2023 to provide an initial overview of the transport evidence base that supports the SLP.



3.2 Barn Farm Site Appraisal

3.2.1 Based on the assessments carried out in Sustainable Transport Report, the site at Barn Farm / north west of M5 J10 scores well in terms of:

- existing high quality bus services along the A4019;
- key services within a 20 minute cycling; and
- proximity to M5 for freight access.

3.2.2 The assessment as part of emerging planning policy show that the Barn Farm site could be an option for strategic residential and / or employment development, in addition to recycling and waste infrastructure.

4.0 POTENTIAL DEVELOPMENT AT BARN FARM

4.1 Development Proposals

4.1.1 Development on the Barn Farm and wider north west of M5 J10 site, could come forward in five to ten years as part of the new SLP and to allow for the completion of the works to M5 J10. However, it could come forward without the improvements to M5 J10.

4.1.2 The potential scheme on Barn Farm and wider north west of M5 J10 site could be for a strategic waste and recycling centre and / or a mixed use development comprising:

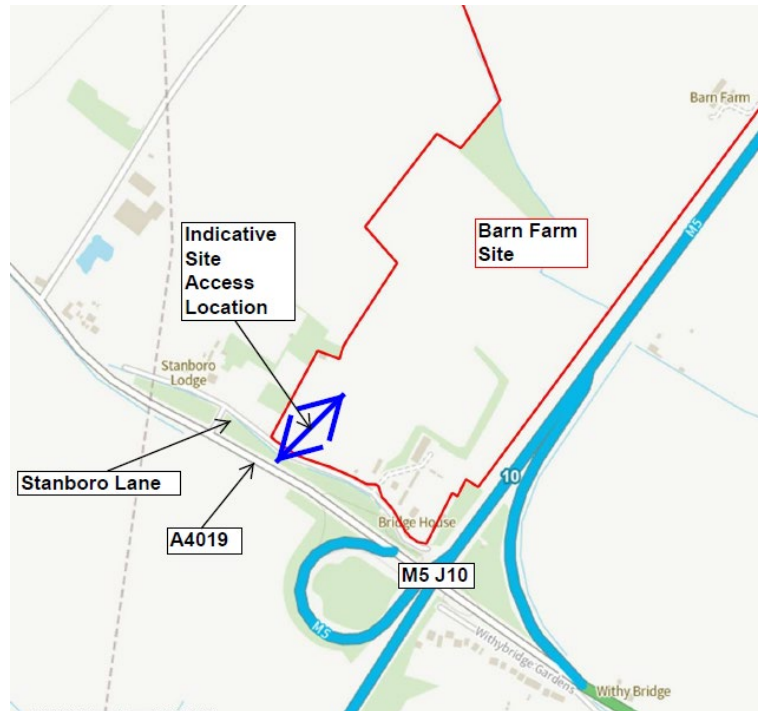
- some 60 hectares of residential uses, which could be 2,000 houses on the western side of the site;
- 24 hectares of employment on the eastern side of the site; and
- community uses, such as a local centre, primary school.

4.1.3 The future masterplan would allow for a high standard of internal movement networks giving priority to pedestrians and cyclists. The provision of a mix of uses and community facilities within the development reduces the need to travel further afield.

4.1.4 Bus services would also be diverted into the site with the level of development and new bus stops, or a bus interchange / mobility hub, could be provided within the site. The level of housing and employment proposed would also support new bus services. A mobility hub would provide public, shared and active travel modes in the same location to promote multiple sustainable transport modes. This would include a car club, e-bike hire, electric vehicle charging and bus stops to make it easier for people to use and switch between sustainable transport modes and meet local business and community needs.

4.2 Site Access

4.2.1 The scheme would be served from a new signal controlled junction on the A4019 west of M5 J10, in the location broadly shown below.



4.2.2 The junction design would be of high standard and consistent with the proposed form of junctions along the A4019 corridor to the east and the M5 J10 improvements. The junction would include pedestrian and cycle links to / from the site the opportunities for controlled pedestrian/cycle crossings.

4.2.3 The junction would provide sufficient capacity for future base traffic flows on the A4019 with the M5 J10 scheme in place, and the traffic generated by 2,000 houses and 24 hectares of employment use. It is key to unlocking development on the site.

5.0 POTENTIAL IMPACT OF M5 J10 SCHEME ON BARN FARM SITE ACCESS

5.1 M5 J10 Scheme

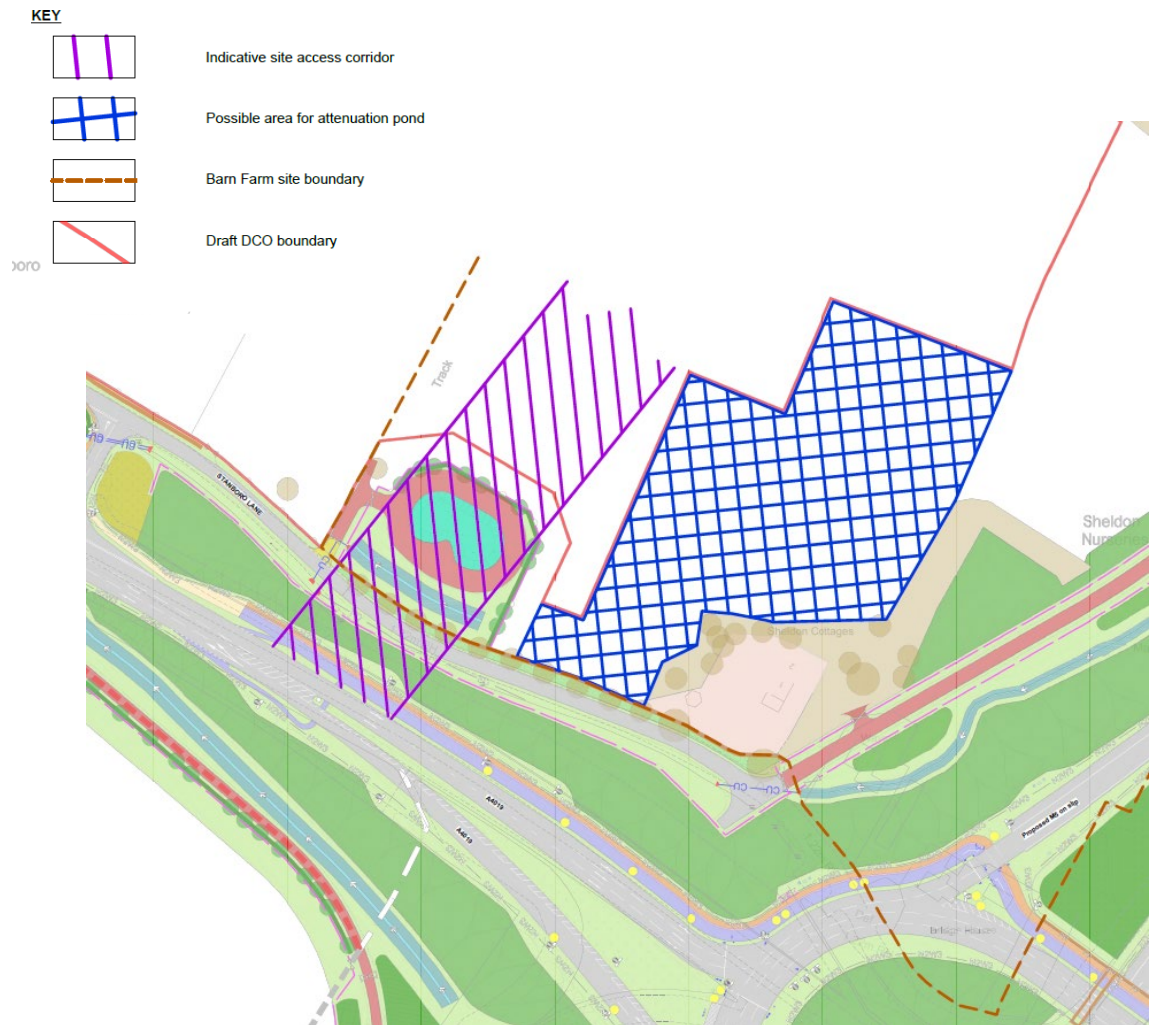
5.1.1 As part of the junction improvement scheme, an attenuation pond is proposed on land to the immediate north west of Stanboro Lane, within CBC Finance & Assets land, as shown below.



5.1.2 This attenuation pond would restrict the ability to provide a suitable junction to serve the recycling centre or strategy residential / employment development on the Barn Farm site in the future.

5.1.3 CBC Finance & Assets are supportive of the overall scheme but wish to explore alternative options for locating the attenuation pond.

5.1.4 PEP has looked at the Barn Farm site access proposals alongside the attenuation pond and indicate below an alternative option to relocate the pond to the east within the DCO boundary and CBC Finance & Assets land. This is considered feasible in principle.





6.0 CONCLUSION

- 6.1.1 The Council and as landowners are supportive of the improvements to M5 J10 as they will enhance access to Cheltenham and surrounding area from the motorway network, support economic growth and improve connections for non motorised users over the M5 motorway.
- 6.1.2 Whilst the Barn Farm site does not currently have any formal planning status, it has identified residential and employment development potential and could provide a crucial piece of strategic infrastructure for CBC, TBC and GCC.
- 6.1.3 A junction to Barn Farm is achievable in principle with the new J10 improvements, but attenuation basin 1 proposed would make it difficult to provide a new junction at an appropriate standard to serve any potential waste / recycling or strategic development at the Barn Farm site in the future.
- 6.1.4 This Note has provided an alternative area to locate the attenuation pond that would maintain sufficient land to provide an access to the Barn Farm site. In principle a relocated attenuation pond 1 to the east could continue to serve the necessary drainage function.
- 6.1.5 The landowners wish to work with the M5 J10 project team to seek to agree an appropriate alternative location and design for the attenuation pond.