

Robert Hitchins Limited Response to Panel Note 2 Programming of Development Areas

North Gloucester Urban Extension Development Programming

Preamble

Robert Hitchins Ltd welcomes this opportunity of providing further information on this critical consideration. Having looked at a number of the Areas of Search we are aware that infrastructure requirements, land assembly and planning lead times must make it questionable as to whether all the urban extensions proposed will deliver the required number of dwellings during the plan period. It is therefore prudent for the Panel to examine this matter to ensure what is in the RSS is deliverable.

Background

Robert Hitchins Ltd has been developers in Gloucestershire for more than 50 years and controls over 200 hectares of land within Area of Search H (north of Gloucester).

North Gloucester Urban Extension Development programming

A planning application with full Environmental Statement has been submitted to Tewkesbury Borough Council for the development of land at Longford and a further application, with ES, is due to be submitted shortly for the development of land at Innsworth (see plan on next page). Our programme for delivery is set out in the tabulation below.

The annual build rates assumed are underpinned by the report prepared by Richard Styles of Andrews Land and new Homes in August 2006 an experienced local agency (which was submitted with our representations on the draft Regional Spatial Strategy - further copy attached) and on our own extensive local knowledge.

Dwelling Completions (includes affordable):

Year to March	Longford	Innsworth	Comment
2011	75		Access direct from Longford Lane
12	160		
13	225	75	Additional outlets come on stream
14	190	120	
15		310	
16		210	
17		160	
18		160	
19		160	
20		160	
21		160	
22		160	
23		75	
24			
25			
26			
TOTAL	650	1750	

Assume 35% of the dwellings will be affordable

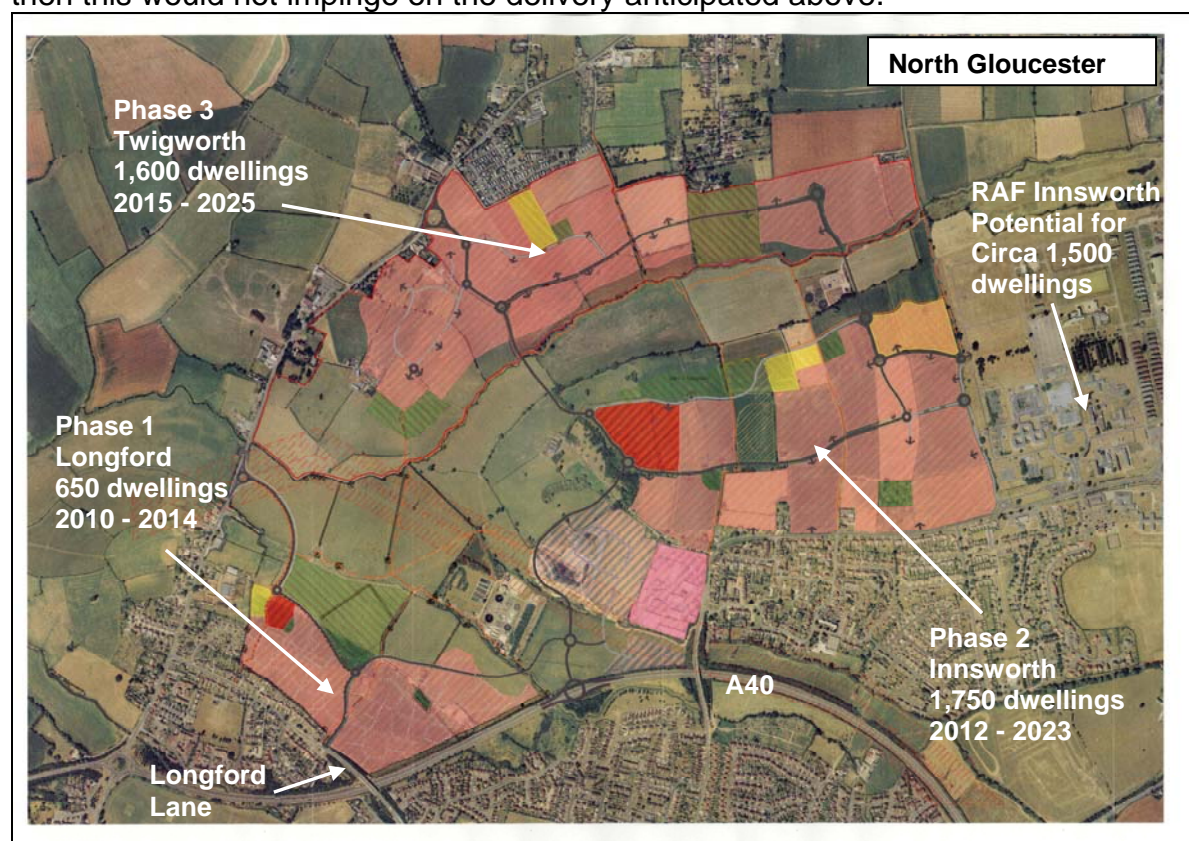
Robert Hitchins Limited is, through the RSS promoting an extension to the north Gloucester Urban Extension at Twigworth for the reasons set out in our representations. The following tabulation looks at development programming taking account of an additional 1,600 dwellings at Twigworth. Again the build rates assumed are underpinned by the Andrews Report and the Company's local knowledge.

Dwelling Completions (includes affordable)

Year to March	Longford	Innsworth	Twigworth	Comment
2011	75			Access direct from Longford Lane
12	160			
13	225	75		Additional outlets come on stream
14	190	120		
15		310		
16		210	100	Additional outlets come on stream
17		160	150	
18		160	150	
19		160	150	
20		160	150	
21		160	150	
22		160	150	
23		75	260	
24			310	
25			30	
26				
TOTAL	650	1750	1600	

Assume 35% of the dwellings will be affordable.

It is the view of Richard Styles that should a further site become available in this market area (for example RAF Innsworth, capacity about 1,500 dwellings) then this would not impinge on the delivery anticipated above.



The diagram above shows that there will be at least three distinct areas within the north Gloucester urban extension allowing for four or five separate and distinct outlets at any one time. This will mean that between five and eight housebuilders will be active at any point.

Implications of Strategic Infrastructure on the Programme

No major infrastructure is required for the development of Phase 1 Longford and initial access can be provided from a simple junction with Longford Lane.

Phase 2 Innsworth likewise does not require any major infrastructure, and can be accessed via a new junction onto the A40. Whilst Innsworth could start at the same time as Longford it is considered that a phased start would ensure that connections through the Longford site (from Innsworth) to the city centre were better developed.

The submission of early planning applications is part of the RHL strategy to ensure timely completions from this urban extension, part of which was recommended for development by the Tewkesbury Local Plan Inspector. Our cautious view of the planning process would suggest that the first financial completions would be achieved in 2010/11.

Phase three Twigworth again does not require major off site infrastructure and is proposed to be phased later to allow for connections through the Innsworth phase.

In short there are no strategic infrastructure components that should delay or be a reason to delay the delivery of the north Gloucester urban extension.

Delivery of Infrastructure

While neither Longford nor Innsworth require major off site infrastructure as a pre-requisite, together they are capable of delivering both physical and social infrastructure to the locality.

Each phase will make provision for education, local shops and services. In the interests of good planning a site for a new secondary school is reserved in case the LEA indicate that it is required. Commencement of Phase 2 will bring with it early access to and servicing of employment land thereby providing an opportunity for local jobs (but not sufficient to compete with the City Centre).

Key infrastructure for Gloucester (and Cheltenham) is set out in paragraph 4.2.39 of the Draft RSS; the proposed development north of Gloucester will:

- Bring about public transport improvements at an early stage that is integrated with existing provision and (if it goes ahead) the proposed Parkway Station.
- Ensure that improvements can be made to the A40 Gloucester northern bypass.

- Support Gloucester's social and economic infrastructure and the aims of the GHURC namely:
 - Increased population in close proximity to the city centre will lead to increased spend on retail and leisure in the City Centre, thereby increasing investor confidence in the city and assist the GHURC achieve its regeneration aims and objectives.

In this context attention is drawn to the attached Socio Economic Report which was prepared by Turley Associates in August 2006 and submitted with our representations on the draft RSS.

Plh 2 Jan 07