

Waste Recovery Plan

Import of Materials for the Improvement Scheme on the M5 Junction 10

243213/WRP

Report for:
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Issue Date March 2025
Status Final

Rev.	Date	Author	Summary of Changes

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1.0 INTRODUCTION

- 1.1 This Waste Recovery Plan (WRP) will form part of an environmental permit application for the improvement scheme on the M5 Junction 10 (hereafter M5 J10). The site extents are shown in the Indicative Application Red Line Site Boundary Plan, Atkins, ref: GCCM5J10-ATK-HFE-ZZ-DR-CH-000004. The M5 J10 has the approximate Grid Reference 390464E, 225617N.
- 1.2 The site is located 8 km to the south of Tewkesbury, 6.5 km to the north west of Cheltenham, and 12 km to the north east of Gloucester. It is the northernmost of four junctions serving the Gloucester and Cheltenham urban areas.
- 1.3 Gloucestershire faces significant challenges to achieve its vision for economic growth. The Joint Core Strategy (JCS) - a partnership between Gloucester County Council (GCC), Cheltenham Borough Council and Tewkesbury Borough Council, was formed to produce a coordinated strategic development plan to show how the region will develop during the period up to 2031.
- 1.4 This plan includes the major development of new housing (circa 9,000 homes) and employment land (circa 100 hectares), along with wider economic investment like the government supported and nationally significant Cyber Park UK, predicted to generate circa 7,000 jobs. The locations of the new developments are west and north west of Cheltenham and directly adjacent to M5 J10.
- 1.5 To unlock these housing and job opportunities, there is a need to ensure sufficient capacity to accommodate the increased motorised and non-motorised users these developments will generate, whilst also addressing existing pressure on the local highway network.
- 1.6 The M5 J10 currently only has entry and exit slips to and from the north, with no corresponding southern slip roads to allow full connectivity to the M5 south of the junction. This causes existing traffic to cross Cheltenham through various routes to access and leave the M5 from the south, contributing significantly to existing traffic flows in the town. This is creating congestion at peak times, which has led to air quality issues across Cheltenham.
- 1.7 Alterations to the M5 J10 are a key component to accommodating the increased traffic these developments will generate. The proposed works include re-aligning the junction to an all-movements junction, adding additional slip roads and a new link road between the A4019 and B4634, as well as widening the A4019 to a dual carriageway road.
- 1.8 GCC's preferred Main Contractor is Galliford Try, who will be the proposed Operator of the deposit for recovery scheme. Galliford Try are assisting with the detailed design process and volumetric calculations.
- 1.9 This Waste Recovery Plan provides context regarding the proposed M5 J10 improvement scheme specifically the requirement for import of engineering fill to construct the road embankments and associated infrastructure. The plan assesses the proposed development against the requirements set out in the Environment Agency waste recovery guidance.

2.0 OVERVIEW OF SITE CHARACTERISTICS

- 2.1 The junction is in a strategically important location for the region, particularly as northern and western Cheltenham are the sites of several large retail parks and employment areas, as well as the location of planned future housing and nationally significant business development.
- 2.2 The site is situated within low-lying predominantly agricultural land, known as the River Severn flood plain. Two watercourses intersect the site: the River Chelt to the south and Leigh Brook to the north. The southern portion of the site, south of the A4019, is within the River Chelt flood plain and classified as Flood Zone 3 – high probability of flooding.
- 2.3 The site's topography is relatively flat, varying in elevation from circa 20 to 38 m above Ordnance Datum (m AOD), rising in an easterly direction.

- 2.4 Topsoil is present across the site away from existing roadways and Made Ground is present only associated with existing road embankments at approximate thicknesses between 0.3 and 1.9 m. Superficial deposits of Alluvium are present associated with the courses of the River Chelt and Leigh Brook, with deposits of Cheltenham Sand and Gravel occurring north of the junction and extending eastwards to Cheltenham. The Charmouth Mudstone Formation bedrock underlies the majority of the site, with a small portion of the site to the south of the M5 J10 underlain by Rugby Limestone Member.
- 2.5 The Charmouth Mudstone Formation is classified as a Secondary Undifferentiated Aquifer, and the overlying superficial deposits are classified as a Secondary A aquifer.
- 2.6 Historically, the area has been used agriculturally. The route network predates the earliest mapping dated 1884. The construction of the M5 motorway was completed in the 1970s. Cheltenham to the south east has seen significant expansion over time, with most of the remaining surrounding area retained for agricultural purposes.

3.0 WASTE RECOVERY ASSESSMENT

- 3.1 The following section determines whether the proposed improvement scheme involving the permanent deposit of waste complies with the criteria for recovery.
- 3.2 The assessment has been undertaken in accordance with Environment Agency (EA) guidance (June 2023)¹ on waste recovery plans and deposit for recovery permits. The purpose of the assessment is to demonstrate that the proposal is a waste recovery operation and that the correct permit is being sought.
- 3.3 According to the Environment Agency, “waste recovery on land, or deposit for recovery, is when you use waste material in place of non-waste material you would have used to perform a function”. This is referred to as substitution.
- 3.4 The EA provides guidance on the types of evidence that can be used to support the case for a deposit for recovery operation. This includes:
1. Evidence of financial benefit by using non-waste materials; evidence of funding to use non-waste materials, or obligations to complete the scheme;
- 3.5 The EA also requires the following to form part of the Waste Recovery Plan:
2. Evidence that waste is serving a useful purpose;
 3. Planning permission;
 4. Purpose of the activity;
 5. Quantity of waste to be used; and
 6. Meeting the required quality standards.
- 3.6 Each of these points have been addressed below.
- 1. Funding**
- 3.7 The EA guidance on how to demonstrate waste recovery states that you may provide evidence to show that if you used non-waste, you would benefit from a direct net financial gain, or that if your scheme will not provide any financial benefit, you can include evidence that you have assured funding to cover all the costs of carrying out the scheme with non-waste.
- 3.8 The project's Funding Statement (GCC/Atkins, TR010063 - APP 4.2, Volume 9, November 2024) is shown in Appendix A. The Funding Statement has been included as part of the application for the Development Consent Order. The Funding Statement confirms the following:

¹ [Waste recovery plans and deposit for recovery permits - GOV.UK](#) [Accessed 31/01/2025]

- The total construction costs associated with the scheme, including the importation of suitable material, is calculated at circa £114.9 million, with the full cost of the scheme, including post-completion allowance, calculated as circa £293 million. GCC used a bulk fill rate for Class 1 and 2 quarried stone of £46.61/m³. This equates to £28,096,601.20 for the importation of 602,802 m³ of quarried stone. This makes up 24 % of the construction cost. To note, given the project has not yet had the DCO approved, the volumetric calculation is subject to a detailed design phase and will be finalised by Environmental Permit application submission. The phasing of the development means that the importation of bulk fill will occur during early stages of the development;
 - A bid was submitted by GCC in March 2019 to Homes England's Housing Infrastructure Fund (HIF). Funding was announced by Homes England in March 2020. £212.071 million is allocated to the scheme;
 - It is noted that any additional costs will be covered through developer contributions, Community Infrastructure Levy (CIL) and GCC funding; and
 - In the unlikely event that the HIF and developer contributions did not materialise, GCC also intends to secure a loan facility from the UK Infrastructure Bank (UKIB) to ensure that the monies needed to meet any funding shortfall are available.
- 3.9 The Funding Statement concludes that “GCC is confident that it will have the monies available at the appropriate time either through savings made to the Scheme's design, elements of the budget not being fully required or alternative funding sources being utilised (or a combination of all three)”.
- 3.10 The use of suitable waste soils from the local region will reduce the capital cost of the scheme, saving GCC and the government money whilst also assisting GCC's circular economy.
- 3.11 The scheme is of national significance. Transport modelling discussed within the Funding Statement indicates that only 1,711 of the 8,914 proposed new homes could come forward from the development sites without the implementation of the Scheme, with the remaining 7,203 homes therefore considered to be dependent upon provision of an all-movements junction at M5 J10. The funding evidence demonstrates that the proposed activity would also be viable if undertaken with non-waste.

2. Evidence that waste is serving a useful purpose

- 3.12 The waste used will be environmentally and geotechnically suitable for use within the Scheme. Please refer to point 5 and 6 of the Waste Recovery assessment for more information.

3. Planning Permission

- 3.13 The development is categorised as a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008. As such, an application for a Development Consent Order (DCO) is required to construct the scheme, under the Town and Country Planning Act 1990.
- 3.14 The application for development consent was accepted by the Planning Inspectorate on behalf of the Secretary of State on 16th January 2024. Having completed the pre-examination and examination stages of the process, the application is currently in the recommendation stage.
- 3.15 During the recommendation stage, the Planning Inspectorate will write its recommendation report. This must be sent to the Secretary of State by early March 2025. The Secretary of State then has until early June 2025 to make the decision on whether to grant or refuse development consent.
- 3.16 The application's Planning Inspectorate Scheme Reference is TR010063. The General Arrangement, Cross Section and Long Section Plans (Atkins, ref: GCCMJ10-ARC-HGN-S1-DR-CH-40001-40024) form part of the submission.

4. Purpose of Development

- 3.17 Major residential and economic development is planned by GCC around Cheltenham. This includes the major development of new housing (circa 9,000 homes) and employment land (circa 100 hectares), along with wider economic investment like the government supported and nationally significant Cyber Park UK, predicted to generate circa 7,000 jobs.

3.18 To unlock these housing and job opportunities, there is a need to ensure sufficient capacity to accommodate the increased motorised and non-motorised users these developments will generate, whilst also addressing existing pressure on the local highway network. Alterations to the M5 J10 are critical to accommodating the increased traffic these developments will generate, and to maintaining the safe and efficient operation of the junction.

3.19 The development objectives are to:

- Provide the transport and network capacity in west and north west Cheltenham to facilitate the delivery of housing and economic development sites allocated, or safeguarded in the JCS;
- Provide a transport network in the west and north west Cheltenham area with the levels of service, safety and accessibility to meet current and future needs;
- Provide greater connectivity and a more integrated transport network by enabling opportunities to switch to more sustainable transport modes within west, north west and central Cheltenham; and
- Deliver a package of measures which is in keeping with the local environment and minimises any adverse environmental impacts.

5. Waste Types and Quantity

3.20 A Supporting Letter by GCC, dated 31/01/2025, specifies that the construction project will require Class 1 and 2 General engineering Fill for road embankments and associated works. This can be found in Appendix B. GCC refer to commitments in the Environmental Management Plan, which state that aggregates, asphalt, concrete and manufactured products are to be sourced locally, including the use of recycled aggregates, where possible to minimise waste and as part of the commitment to the circular economy. The letter requests support in gaining associated environmental permits for the scheme.

3.21 It is proposed that the Class 1 and 2 General Fill for road embankments will be generated from suitable wastes generated local to the scheme. The imported material will consist of the wastes detailed in Table 1, in accordance with the EA's guidance on waste types suitable in a deposit for recovery scheme². The specified waste types fall under the following uses accepted by the EA: structural fill for road construction, and road or track construction.

Table 1 European Waste Catalogue (EWC) Codes	
Description	EWC Code
Waste resulting from exploration, mining, quarrying, and physical and chemical treatment of minerals	01
Waste from non-metalliferous excavation	01 01 02
Waste gravel and crushed rocks other than those containing dangerous substances	01 04 08
Waste sand and clays	01 04 09
Construction and demolition wastes (excluding excavated waste from contaminated sites)	17
Concrete	17 01 01
Bricks	17 01 02
Tiles and ceramics	17 01 03
Mixtures of concrete, bricks, tiles and ceramics	17 01 07
Soil and stones (subsoil and stones)	17 05 04
Waste from waste management facilities, off-site wastewater treatment plants and the preparation of water intended for human consumption and water for industrial use	19
Solid wastes from soil remediation other than those containing dangerous substances	19 13 02
Municipal waste (household waste and similar commercial, industrial and institutional waste) including separately collected fractions	20
Soil and stones (subsoil and stones)	20 02 02

3.22 The main permit application will be supported by suitable risk assessment to demonstrate that there will be no adverse effects as a result of importing waste materials in place on non-waste.

3.23 AA Environmental Ltd have been provided with General Arrangement drawings and cross sections for the Scheme (Atkins, ref: GCCMJ10-ARC-HGN-S1-DR-CH-40001-40024). Galliford Try have undertaken volumetric calculations for the bulk fill (Class 1 and 2 General Fill) volumes for each

² [Check if your waste is suitable for deposit for recovery - GOV.UK](#) [Accessed 03/02/2025]

phase of the scheme. This is shown in Appendix C. Based on the calculations, the scheme requires circa 602,802 m³ of bulk fill material.

3.24 The Scheme construction works involve the following three principal areas of road improvement:

- *M5 J10 Improvements*
 - Route re-alignment to an all-movements junction;
 - Provision of four new slip roads;
 - Provision of new gyratory road connecting the A4019 road to the new slip roads; and
 - Provision of flood storage area in the fields to the south east of J10).
- *Dualling of the A4019*
 - Widening of the A4019 road to a dual carriageway
- *West Cheltenham Link Road (WCLR)*
 - Provision of new link road connecting A4019 to the north with the B4634 to the south.

3.25 Galliford Try has ensured that the minimum quantity of fill material will be used for this. The design rationale has been provided by the designer for each area of the development is outlined below.

M5 J10 Improvements

3.26 The vertical alignment of Junction 10 is dictated by the headroom requirements for the over bridges at the M5. This is set to a minimum of 5.4 m to satisfy the requirements set out in CD127 of the Design Manual for Roads and Bridges (DMRB). A uniform gradient of 0.5 % has been utilised across the span of the overbridges which will require approval through a technical approval process, in line with CD358 of the DMRB. The remaining vertical elements are designed to desirable minimum parameters, or above, as set out in CD109 of the DMRB, for the 70 kph design speed of the road.

3.27 Each of the slip roads have a maximum 2 % gradient, over at least 20 m, connecting to the gyratory of Junction 10. This is a requirement set out in CD116 of the DMRB and is a maximum parameter, therefore the design has been optimised at these locations. Following this, desirable minimum curvature has been used for the 70 kph design speed to get the slip roads down to the existing M5 motorway at the earliest and safest opportunity. One exception to this is the northbound merge where a 4.3 % longitudinal gradient has been used over an approximate distance of 80 m to achieve full stopping sight distance along the slip road. These parameters define the volume of material required for any embankment fill required.

Dualling of the A4019

3.28 The A4019 (west) has a maximum 2 % gradient, over at least 20 m, connecting to the gyratory of Junction 10. This is a requirement set out in CD116 of the DMRB and is a maximum parameter, therefore the design has been optimised at this location. The following elements are a 55k crest curve and 30k sag curve which are both desirable minimum, or above, curvature for the 85 kph design speed. These profile elements allow the design to get down to the existing ground at the earliest and safest opportunity. A 1 % longitudinal gradient over approximately 100 m has been maintained to follow the existing ground profile as close as possible whilst maintaining adequate height, to allow for crossfall to the channels, before eventually tying into the existing A4019.

3.29 The A4019 (east) has a maximum 2 % gradient, over at least 20 m, connecting to the gyratory of Junction 10. This is a requirement set out in CD116 of the DMRB and is a maximum parameter, therefore the design has been optimised at this location. The following elements are a 55k crest curve and 20k sag curve which are both desirable minimum curvature for the 85 kph design speed. Withybridge Gardens underpass is present approximately 65 m along this alignment and clearance from this to the proposed road level is required in order to allow for the pavement box of the road.

3.30 Further to this, proposed underground assets cross over this underpass, requiring a level of cover to the proposed road level, therefore the alignment levels in this location are dictated by the underpass and underground assets. Immediately following these vertical curves is a 0.5 % gradient over an approximate length of 1000 m which provides a gradient, similar to the existing ground. From here,

the alignment consists of a series of gradients and curves that forms a best fit profile of the existing ground before tying to the existing A4019 east of Gallagher junction.

West Cheltenham Link Road (WCLR)

- 3.31 The vertical alignment is dictated by the headroom requirements for the River Chelt overbridge as set out in CD127 of the DMRB, and the two proposed viaducts located in the known floodplain of the area. WCLR connects to the new A4019 (east) with a 0.9 % longitudinal gradient. This gradient is optimised to keep the vertical profile as close to the existing ground as possible but also to maintain height in order to keep the road level above the floodplain, should a flood event occur. Prior to the viaducts, a crest curve above the desirable minimum standards set out in CD109 has been used to smoothly transition into a 0.5 % longitudinal gradient across the two structures for approximately 200 m. This gradient will require approval through a technical approval process, in line with CD358.
- 3.32 At the River Chelt overbridge, a 17k crest curve has been used which is a two-step relaxation below desirable minimum. This curvature has been used in order to reduce the levels either side of the overbridge as quickly and safely as possible. The use of this 17k crest curve has resulted in a two-step relaxation in stopping sight distance over the structure. Both of these relaxations in combination have resulted in a departure from standard, as set out in CD109. Following River Chelt overbridge, vertical curves above the desirable minimum have been used in order to maintain a two-step relaxation with SSD immediately downstream of the structure. Further to this, these curve parameters have been used to eliminate flat spots through a horizontal transition curve and also satisfy minimum clearance to underground assets i.e. proposed carrier drains.

6. Meeting Quality Standards

- 3.33 Acceptable materials will be imported, placed and compacted under the Environmental Permit for the Deposit of Waste for Recovery. The imported waste material will comply with the geotechnical and environmental criteria set out in the Importation Protocol (to be submitted with the permit application). The Importation Protocol will be based on the acceptable criteria set out in the Project Contract documents, specifically Appendix 6/14 and 6/15.
- 3.34 The material will be imported and placed in accordance with BS 6031:1981 'Code of Practice for Earthworks' and Series 600, Specification for Highways Works (SHW).
- 3.35 All materials imported will be tested to demonstrate that they are fully compliant to the appropriate Importation Protocol. Testing will be undertaken through an accredited UKAS laboratory. A verification report will be provided on the completion of the import and construction activities.
- 3.36 The scheme involves raising ground within a flood plain. The site has been extensively assessed for flood risk in line with its Flood Risk Assessment, as part of the DCO submission. Flood Risk Activity Permits (FRAPs) will be sought for all temporary works within 8 m of the watercourses.

4.0 SUMMARY

4.1 This Waste Recovery Plan has been produced to support the improvement scheme on the M5, Junction 10. The following has been shown:

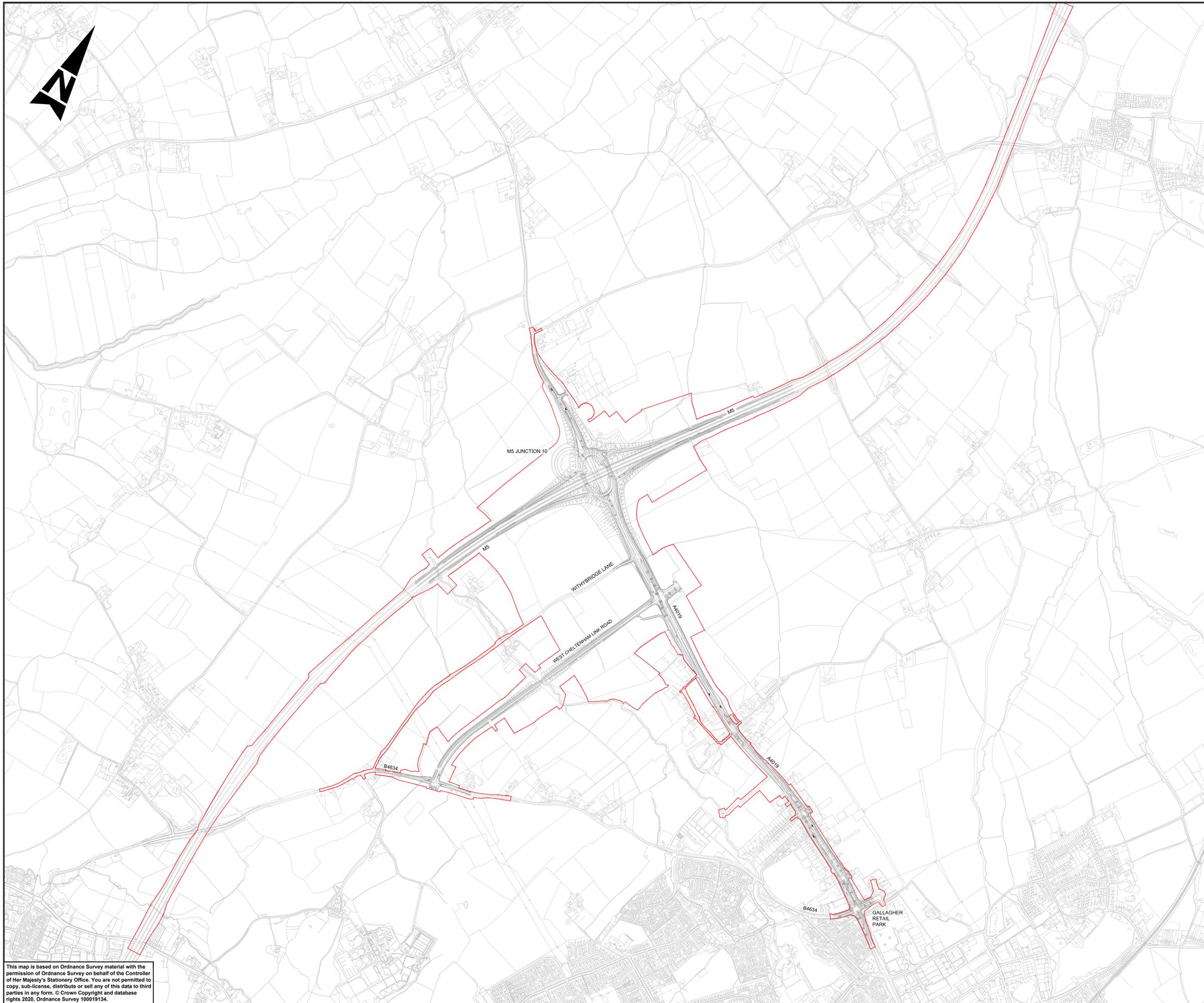
- The upgrading of M5 J10 to an all movements junction has been identified as a key infrastructure requirement to enable the housing and economic development proposed by the JCS;
- The Scheme is awaiting the Final Decision from the Secretary of State under Planning Inspectorate Scheme Reference is TR010063;
- The Scheme has sufficient funding to cover all construction costs, including the importation of bulk engineering fill;
- The Scheme design is based upon improving existing road infrastructure, with due regard to the standards and constraints within the SHW and Flood Risk Assessment for the site. This determines the minimum volume of bulk fill required to complete the Scheme; and
- Acceptable engineering and environmental quality standards will be applied to all materials imported, processed and placed.

4.2 The lines of evidence provided within this Waste Recovery Plan are considered sufficient to demonstrate that the operation can be regarded as a waste deposit for recovery activity.

DRAWINGS
Site Boundary Plan

DO NOT SCALE

Millimetres
0 10 100



NOTES

1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.

KEY:

— INDICATIVE APPLICATION RED LINE BOUNDARY

Description						
Status	Revision	Drawn	Checked	Reviewed	Authorised	Issue Date
Description						
Status	Revision	Drawn	Checked	Reviewed	Authorised	Issue Date
Description						
Status	Revision	Drawn	Checked	Reviewed	Authorised	Issue Date
Description						
FIRST SUBMISSION						
Status	Revision	Drawn	Checked	Reviewed	Authorised	Issue Date
S3	P01	NG	NKRP	CCR	---	06/10/21
Description						
FIRST SUBMISSION						
Status	Revision	Drawn	Checked	Reviewed	Authorised	Issue Date
A1	C01	NKRP	AV	CCR	LJ	02/11/21
Drawing Suitability						Status
APPROVED - PUBLISHED						A1
ATKINS		5th Floor, Block 5 Shire Hall Bearland Gloucester GL1 2TH Tel : 08000 514514				
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Client						
Project Title						
M5 Junction 10 Improvements Scheme						
Drawing Title						
Indicative Application Red Line Boundary Plan						
Drawing Number		Originator		Volume		
Project		GCCM5J10 - ATK		- HFE -		
ZZ		- DR - CH - 000004				
Location						
Original Size: A1		Scale: NTS		Project Ref. No: 5197035		Sheet: 1 of 1
						Rev: C01

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DRAWINGS
General Arrangement, Cross Section and Long Section Plans

**Funding Statement (TR010063 - APP 4.2, Gloucester County Council,
November 2024)**

APPENDIX A

M5 Junction 10 Improvements Scheme

Funding Statement (clean)

TR010063 - APP 4.2

Regulation 5 (2) (h)

Planning Act 2008

Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009

Volume 9
November 2024



Gloucestershire
COUNTY COUNCIL

Infrastructure Planning Planning Act 2008

The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009

M5 Junction 10 Improvements Scheme Development Consent Order 202[x]

4.2 Funding Statement (clean)

Regulation Number:	Regulation 5(2)(h)
Planning Inspectorate Scheme Reference:	TR010063
Application Document Reference:	TR010063/APP/4.2
Author:	M5 Junction 10 Improvements Scheme Project Team

Version	Date	Status of Version
Rev 0	December 2023	DCO Application
Rev 1	October 2024	Deadline 6
Rev 2	November 2024	Deadline 10

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1. Introduction

1.1 Purpose of this Statement

- 1.1.1 This Funding Statement (“this Statement”) relates to an application made by Gloucestershire County Council (GCC) (“the Applicant”) to the Planning Inspectorate under the Planning Act 2008 (“the Act”) for a Development Consent Order (DCO). If made, the DCO would grant consent for GCC to deliver the M5 Junction 10 Improvement Scheme (“the Scheme”).
- 1.1.2 The purpose of this Statement is to demonstrate the funding mechanisms available to the Scheme, primarily through the Homes England Housing Infrastructure Fund (HIF), are no impediment to the delivery of the Scheme or to the payment of compensation to persons affected by compulsory acquisition, temporary possession, or blight.
- 1.1.3 This Statement has been prepared and submitted in compliance with Regulation 5(2)(h) of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (“the 2009 Regulations”) and in accordance with the Department for Communities and Local Government guidance ‘Planning Act 2008: Guidance related to procedures for compulsory acquisition’ (September 2013).
- 1.1.4 This Statement is required as the DCO would authorise the compulsory acquisition of land, interests in land or rights over land. This leads to the requirement under Regulation 5(2)(h) for a statement indicating how the implementation of these powers in the DCO would be funded.
- 1.1.5 As this Statement forms part of GCC’s DCO application, it has been informed by and should be read alongside the other relevant application documents, including:
- The Statement of Reasons (REP4-014), which is included in the application to comply with the requirements of Regulation 5(2)(h) of the 2009 Regulations.
 - The Draft DCO and Schedules (REP5-003).
 - The Book of Reference (REP4-016) containing details of the those who may have an interest in the land affected by the Scheme and where compulsory acquisition and temporary possession powers are being sought.
 - The Land Plans (REP5-002) showing the land over which it is proposed to exercise compulsory acquisition and temporary possession powers.
- 1.1.6 Details of the Scheme objectives and a full description of the Scheme proposals can be found in the ‘Introduction to the Application’ (APP-060).

1.2 Background

- 1.2.1 The Joint Core Strategy (JCS) is a partnership between Gloucester City Council, Cheltenham Borough Council (CBC) and Tewkesbury Borough Council (TBC) which sets out a strategic planning framework for the three areas. The Adopted JCS 2011-2031 is a coordinated strategic development plan, adopted in December 2017, which shows how the region will develop and includes a shared spatial vision targeting 35,175 new homes and 39,500 new jobs by 2031. The upgrading of M5 Junction 10 to an all-movements junction has been identified as a key infrastructure requirement to enable the housing and economic development proposed by the JCS.
- 1.2.2 In particular, major development of new housing and employment land including a government supported cyber business park (Cyber Central UK) is proposed in strategic and safeguarded allocations to the west and north-west of Cheltenham, these being West Cheltenham (Golden Valley), North West Cheltenham (Elms Park) and safeguarded land to the north-west and south-west of Cheltenham (See Figure A-1 in Appendix A). Transport modelling indicates that only 1,711 of the 8,914 of the new homes could come forward from these sites without the implementation of the Scheme with the remaining 7,203 homes therefore considered to be dependent upon provision of an all-movements junction at M5 J10.
- 1.2.3 A bid was submitted in March 2019 to Homes England's Housing Infrastructure Fund (HIF), wherein an investment case was made for the delivery of infrastructure improvements to support the delivery of the identified dependent housing as the identified sites were insufficiently viable to deliver the infrastructure either independently or in collaboration. Funding was announced by Homes England in March 2020 with the relevant Grant being entered into in October 2020.
- 1.2.4 Since the original funding announcement, the Scheme has been subject to scope change resulting in a longer and more costly delivery programme which, when considered in light of high-cost inflation during the period 2020 – 2023 (encompassing the CV-19 pandemic, the Russian invasion of Ukraine and volatility in the energy markets and supply chains which has significantly influenced the level of inflation) has created the need for additional funding. Scheme budgets will continue to be monitored through monthly reporting and forecasting, this function will be increasingly strengthened as GCC's ECI contractor reports on scheme cost forecasts whilst progressively working on the development of the scheme and associated delivery programme.
- 1.2.5 GCC has a number of options to address the identified funding gap (described in Section 3 of this statement) including utilising existing JCS policy to secure section 106 agreements for contributions towards delivery of the Scheme from dependant developments. GCC has undertaken site appraisals to inform its view on the viability of the level of contribution from the identified sites. GCC does not consider it unreasonable to seek contributions from developments which are dependent upon the relevant infrastructure and which have a total gross development value of circa £2 billion.
- 1.2.6 A significant proportion of the planned development is reaching maturity in a planning sense and GCC considers it has a realistic prospect of securing section 106 agreement commitments within the timescales necessary to support the planned delivery of the scheme.

- 1.2.7 The Scheme is also supported in the Gloucestershire Local Enterprise Partnership's (GFirst LEP) Strategic Economic Plan and forms part of the transport network sought by GCC (Host Authority) in the adopted Gloucestershire Local Transport Plan. Improvements to M5 J10 are critical to maintaining the safe and efficient operation of the junction; and enabling the planned development and economic growth.
- 1.2.8 On 21 August 2020 National Highways published its update to the Delivery Plan for Road Investment Strategy 2 for the period 2020-2025. The Plan sets out in detail how National Highways will deliver its strategic outcomes and measure success. The plan cites the Scheme as a Housing Infrastructure Fund scheme which will be delivered by GCC with the support of National Highways, which will also be subject to future planning decisions.
- 1.2.9 In summary, the Scheme is well founded in relevant strategic planning documents, is a fundamental part of the current local plan (the JCS) enabling delivery of almost 9,000 homes and businesses, is included in the National Highways Delivery Plan 2020-2025, is supported by Homes England who are contributing over 70% of funding and GCC is confident that the identified developments can support the levels of contribution being sought. This, together with other potential funding options and the scope for project costs savings (see sections 2 and 3 below), gives strong confidence that the Scheme will be able to proceed if and when the Development Consent Order is made.

Table 1-1 – Scheme cost estimate forecast

Description	M5 J10	A4019	Link Road	Strategic Risk	Post-completion (allowance)	Total
Construction	£75,490,624	£22,936,863	£16,505,091			£114,932,579
Prelims	£30,094,689	£9,143,887	£6,579,831			£45,818,408
Design	£27,660,038	£8,404,150	£6,047,525			£42,111,713
Land	£16,144,222	£4,905,216	£3,529,735			£24,579,173
Inflation	£12,304,069	£3,738,434	£2,690,132			£18,732,636
Risk	£22,262,899	£6,764,298	£4,867,508			£33,894,705
Strategic Risk				£2,140,696		£2,140,696
Post completion (allowance)					£11,000,000	£11,000,000
Total	£192,956,542	£55,892,848	£40,219,822	£2,140,696	£11,000,000	£293,209,909

Table 1-2 – Spend profile forecast

	FY19/20 to FY23/24	FY24/25	FY25/26	FY26/27	FY27/28 (Q1&Q2)	FY27/28 (Q3&Q4)	Post completion
	End Mar 24	End Mar 25	End Mar 26	End Mar 27	End Sep 27	End Mar 28	
Total (£ million)	£37.79	£20.72	£55.31	£70.98	£64.94	£32.47	£11.00
Cumulative Total (£ million)	£37.79	£58.51	£113.82	£184.80	£249.74	£282.21	£293.21

2. Scheme costs

2.1 Approach to Scheme costs

- 2.1.1 The Scheme has a current estimate of £293.210 million.
- 2.1.2 The cost estimate has been based on the preliminary design undertaken in July 2023 (DF3 stage). The DF3 stage design represents the Scheme proposal for the final endorsement. This was produced following statutory and targeted consultation which captured further design considerations and further detailed assessments. The Environmental Statement (ES) assessment has been based on the DF3 stage design. The scheme cost includes costs in respect of construction, preliminaries, design, land, inflation, risk and a post-completion allowance.
- 2.1.3 The estimates for these items have been informed by land referencing activities, appointment of professional surveyors, and information received from consultation and engagement with parties having an interest in the land. The estimate has been prepared and verified at each key stage of the design fix and, in combination with the approved budget, provides sufficient cost certainty to enable the Applicant to confirm the viability of the Scheme. A high-level summary of the scheme cost estimate and spend profile is included in the tables above.
- 2.1.4 GCC appointed the contractor for the Scheme under a two-stage Early Contractor Involvement model in May 2023. This appointment enables GCC to work with the contractor to develop the Scheme, manage risks and identify suitable target cost and programme for the Scheme during stage one. At the end of stage one, a Notice-to-Proceed instruction will be agreed between GCC and the Contractor, enabling the detailed design and construction (stage two) to begin. This approach does allow for potential cost savings to be identified during the detailed design and construction stage.

2.2 Explanation of costs

- 2.2.1 The £293,210 million cost estimate includes an allowance of £24.579 million for compensation payments relating to the compulsory acquisition of land interests in, and rights over, land and the temporary possession and use of land. A sum of £11 million has also been allocated to post completion costs to include any potential claims which may be made under Part 1 of the Land Compensation Act 1973, Section 10 of the Compulsory Purchase Act 1965 and s152(3) of the 2008 Act. Land negotiations continue to take place across impacted properties for the Scheme and the majority of properties have been acquired (22 residential properties out of 24) totalling £13.8 million as of November 2024. Discussions are well advanced on the remaining properties needed for the Scheme and therefore there is a high degree of certainty that the budget figures are accurate.
- 2.2.2 An allowance for blight has also been included. The term 'blight' is used to describe the reduction of economic activity or in property values within a particular area resulting from possible future development, or a restriction of development. Blight notices may be served on the Applicant by those with a qualifying interest in affected land. Any valid claim for blight arising as a consequence of the proposed compulsory acquisition of land, or rights in land, affected by the Scheme will be met by GCC. To date, no blight notices have been served in respect of the Scheme.

- 2.2.3 The above estimate also includes an allowance for risk (£33.8 million) which equates to 18% of the residual Scheme costs (excluding land and compensation costs). An allowance for inflation of £18,733 million has also been included. These are considered to be conservative estimates representing prudent budgeting.
- 2.2.4 The estimate does not include any element of Value Added Tax (VAT). This is on the basis that the GCC is the undertaker for the works and can recover any VAT paid. GCC will be placing an order for the works through its contractor and receiving the supply. It will be utilising funds belonging to the Council, through the GDA or otherwise. Therefore, VAT charged by the contractor will be recoverable by the Council.
- 2.2.5 It should also be noted that a change request, which has been accepted by the Examining Authority, results in a number of measures now forming part of the Scheme which will result in an anticipated reduction to the above costs of circa £5 million. Discussions have concluded with National Highways in relation to a detailed design which will remove the need for the MS4 gantries and which will result in a saving of approximately £10 million.
- 2.2.6 GCC has been, and will continue to be, responsible for all preparation costs associated with the Scheme. These include items such as design costs, legal costs, land acquisition costs, advance payments to statutory undertakers and surveying costs.

3. Sources of funding

3.1 HIF Grant funding

- 3.1.1 The Housing Infrastructure Fund (HIF) is a £4.2bn major government programme which provides funding for infrastructure projects which, once built, will unlock housing capacity in areas of high housing demand.
- 3.1.2 GCC entered a Grant Determination Agreement (GDA) with Homes England (HoE) in October 2020 to secure HIF funding for several highway schemes, including the Scheme, for a total sum of £249.131 million.
- 3.1.3 Of the total funding secured under the GDA, the grant funding available to the Scheme is £212.071 million (with the remaining grant funding allocated to delivery of other schemes).
- 3.1.4 The Scheme's GDA funding availability period currently extends to September 2027, which enables a delivery programme with overall Scheme completion forecast for March 2028. HoE has, of 27th November 2024, also allowed GCC to extend the Scheme completion date to March 2028. This aligns with the current construction programme.
- 3.1.5 As well as the ability to apply for extensions to the funding availability period, which GCC has previously had approved by MHCLG and HMT by way of this process, there is also a mechanism contained within the GDA to allow GCC to make a change request to apply for an extension to the level of funding. This is a request that would need to be determined by MHCLG and the HMT. It is an option available to GCC should it be considered necessary at any point prior to or during scheme construction.

3.2 Developer contributions

- 3.2.1 The strategic Sites identified in the JCS (A7 - West Cheltenham and A4 - North West Cheltenham) as well as future development of the Safeguarded Land at North West Cheltenham (or any similar development) are reliant on the implementation of the Scheme as the Scheme forms a substantial part of the necessary highways mitigation required to make the developments acceptable in planning terms. This position was established by the JCS (2017) and its evidence base and is supported by GCC as Highway Authority for the local road network as well as by National Highways in their role as Highway Authority for the Strategic Road Network.
- 3.2.2 Appendix 1 identifies the current status of the developments as understood by GCC that will, subject to consideration of the applications by the Local Planning Authority in each case, be subject to requirements for contributions to the Scheme.
- 3.2.3 It is GCC's position that only 1,711 of the 8,914 homes could come forward without the Scheme. As such contributions will be sought by GCC pursuant to existing JCS policies INF1, INF6 and INF7 which supports the arrangements for direct implementation or financial contributions towards the provision of infrastructure and services required as a consequence of development.
- 3.2.4 Subject to consideration of the individual planning applications by the relevant Local Planning Authority applying the tests in Regulation 122 of the Community Infrastructure Lev Regulations and taking account of relevant representations including GCC as Local Highway Authority, financial contributions will be agreed with the developers and formalised through s106 agreements during the planning process. Such payments would be enforceable pursuant to the relevant planning obligation.

- 3.2.5 Engagement with affected developers, planning authorities and highway authorities has been undertaken upon the approach to defining and quantifying the levels of contribution being sought from the identified sites in relation to the Scheme and these continue to progress with a view to ensuring appropriate commitments are secured. It should be noted that through the application of existing policy GCC has secured a £2,451,111 contribution to the Scheme in relation to a planning application for the Swindon Farm development (266 dwellings as part of the JCS North-West Cheltenham allocation). This will be delivered through a section 106 obligation which has been completed. GCC will continue to seek contributions as required from all Scheme dependent developments.
- 3.2.6 Discussions are being undertaken with the developers of the allocated sites A4 (North-West Cheltenham) and A7 (West Cheltenham). Discussions with those developers are at an advanced stage and GCC are confident that Scheme contributions will come forward through section 106 obligations.
- 3.2.7 It is also the intention of GCC to seek the inclusion of specific policies within the emerging local plan. This would ensure that any developments which are not yet allocated, such as the safeguarded land, or which are otherwise brought forward for development and which are reliant on the Scheme in order to be acceptable in highway terms are required to contribute to the Scheme by way of section 106 contributions.

3.3 Community Infrastructure Levy (CIL)

- 3.3.1 CIL is an additional source of funding which may contribute to the Scheme. The Scheme has recently been expressly added to the Joint Council's CIL Infrastructure List as a shared project which is in the pipeline and to which more work is required to identify costs.
- 3.3.2 There is currently circa £17 million unallocated CIL monies and it is anticipated that in excess of £20 million will become available from strategic allocations A4 and A7. An allocation of CIL monies towards the Scheme within the construction period is therefore a realistic prospect and GCC continues to liaise with the Joint Councils in relation to this.

3.4 GCC funding

- 3.4.1 GCC is committed to ensuring the Scheme is delivered. There is the opportunity to release monies from other capital projects, use reserves or to borrow monies to allow the Scheme to be implemented in the event of a shortfall in funding which cannot be fully secured by any other means. GCC proposes to secure a loan facility from UKIB to allow the Scheme to be implemented (see section 4 below).

4. Funding profile and Scheme delivery

- 4.1.1 Set out below is GCCs anticipated spend profile mapped against the funding available from HoE. It will be noted from the table that the HIF monies allocated to the Scheme will cover the period through to Quarter 2 F/Y 2027/28. It is anticipated that between July 2027 and March 2028 GCC will need the additional funds available to complete the Scheme. There has been high level political discussion regarding the scheme and GCC remain committed to its delivery.
- 4.1.2 GCC anticipates making progress with agreements for developer contributions as the identified housing schemes progress through the planning system. The position in relation to the availability of any CIL monies will also be clearer and there will be more clarity as to whether all the monies currently budgeted for the Scheme are required.
- 4.1.3 As well as progressing work on the various funding sources, to ensure it has sufficient funds to draw upon once the HIF monies have been used, GCC intends to secure a loan facility with the UK Infrastructure Bank (UKIB). UKIB is an executive non-departmental public body sponsored by HM Treasury and was set up to support local growth and help infrastructure projects such as the Scheme by offering a range of financing tools including loans.
- 4.1.4 GCC has been in discussion with UKIB in relation to putting a loan facility in place and met with UKIB personnel on 27th September 2024. GCC is looking to secure a facility which covers the maximum level of potential funding shortfall (i.e. circa £81 million)¹ to enable it to forward fund the delivery of the scheme from Quarter 2 F/Y 2027/28 as required in the event that Section 106 contributions are not available at this point in the construction process. UKIB has confirmed that it would use GCC's financial covenant as security, rather than securing against any specific section 106 commitment.
- 4.1.5 Initial engagement with UKIB has been very positive and GCC has been informed there is no reason in principle why such a facility cannot be put in place with GCC. GCC is now moving forward with the process so that UKIB can undertake its own internal approval processes. Preparation of the necessary loan documentation and approval process typically takes 10-12 weeks. UKIB has advised GCC that this would be best done after securing the necessary consent for the project, however, GCC is progressing such discussions now so that it is able to ensure that the loan documentation is available early in the process. An email has been provided by the UKIB which has been submitted to the Examination (REP9-001).
- 4.1.6 It was confirmed by UKIB that the facility could be agreed in advance of construction with drawdown not expected to be required until Quarter 2 F/Y 2027/28 once HIF funding sources were exhausted. Having the loan facility in place before Notice to Proceed would provide the necessary comfort to National Highways and others that the monies will be available to allow for completion of the Scheme, but on the basis that the facility would only be utilised if and when necessary.
- 4.1.7 Being able to arrange a facility early in the consenting process but with no requirement to draw the funds until they are needed (and therefore not to incur interest unnecessarily) will give the Council the option to forward fund the latter part of the scheme should such monies not be available at the appropriate time. Whilst the Council would be expecting section 106 monies to be committed for use in repaying any draw

¹ In practice the £81m facility assumes there will be no funding coming forward from any of the sources outlined in this statement and that there will be no scheme savings which is considered to be unrealistic.

on the loan facility, this does give GCC additional flexibility as it allows the range of different funding options outlined in this Statement to be explored at the appropriate time, if required (i.e. additional HoE funding, CIL contributions, or use of GCC reserves/reallocation of internal GCC resources).

- 4.1.8 GCC is confident that the construction programme will be met, but in the event of any slippage it is reasonable to expect an extension to the funding availability period can be granted and additional flexibility can be given to the overall completion date.

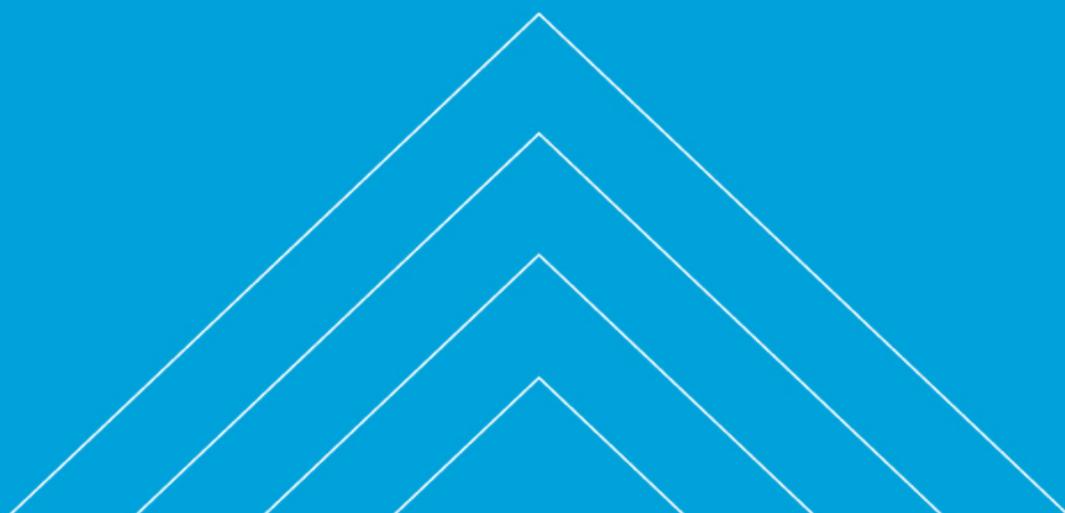
5. NSIP Policy in relation to scheme funding

- 5.1.1 The policy tests on funding are set out in the Department for Communities and Local Government document 'Planning Act 2008: Guidance related to procedures for the compulsory acquisition of land' (September 2013) (the CA Guidance). The CA Guidance sets out two tests in relation to funding. The first is in relation to funding the acquisition of land and rights. In this case the Applicant is required to demonstrate that there is a reasonable prospect of the requisite funds for acquisition becoming available within 5 years from authorisation (paragraph 9 and 18 of the CA Guidance). The second test relates to funding for implementing the Scheme itself. In this case the Applicant is required to provide an indication of how any potential shortfalls are intended to be met including the degree to which other bodies (public or private) have agreed to make financial contributions or to underwrite the scheme and the basis for this (paragraph 17 of the CA Guidance).
- 5.1.2 As outlined above, £24,579 million has been allocated for land acquisition and meets any claims for compensation and blight. Therefore, there is sufficient funding available within the HIF monies to acquire all land and rights necessary to deliver the Scheme and the first test is satisfied.
- 5.1.3 In terms of implementation, there is HIF funding available to complete the majority of the scheme. However, there is at this stage a shortfall which needs to be met to allow completion of the Scheme. Therefore, as per the second test, the Applicant must provide an indication as to how that shortfall is intended to be met.
- 5.1.4 Guidance as to how the second test should be approached can be found in the Examining Authority's Report and subsequent Secretary of State's decision following the examination of the Manston Airport Development Consent Order 2022. An analysis of this approach can be found in the Funding Technical Note submitted at Deadline 4 (REF). The approach confirmed that there is a difference between the two tests and whilst it is important to demonstrate that there is a *reasonable prospect* funds are available for compulsory acquisition, in relation to implementation what is needed is an *indication* of how potential shortfalls are intended to be met.
- 5.1.5 In this regard there are several avenues which may be utilised (and it may be a combination of each) which provides the indication required by policy. The UKIB is likely to be used to ensure that a facility is available to address cashflow and to meet any shortfall and the repayment of this facility could be made from additional HIF funding pursuant to the GDA, contributions from Community Infrastructure Levy, contributions from the allocated developments A4 and A7 and other proposals which are only considered acceptable through construction of the Scheme and, potentially, the use of GCC's reserves or otherwise ringfencing GCC monies. Therefore, the indication of funding is a realistic indication and the test is met. Furthermore, irrespective of GCC meeting the test in paragraph 17 of CA Guidance, it also meets the reasonable prospect test in respect of Scheme implementation.

6. Conclusion

- 6.1.1 The Scheme is budgeted to cost £293,210 million to deliver. There is £212,071 million of HIF funding allocated to the Scheme. Currently, therefore, there is a shortfall of approximately £81 million against that budget.
- 6.1.2 £24,579 million of the budgeted costs is allocated to the acquisition of interests in, and rights over, land and the temporary possession and use of land and various heads of compensation. These sums are covered by the available HIF monies. GCC is therefore able to demonstrate that there is a reasonable prospect of the funds for acquisition becoming available within 5 years from authorisation, as required by paragraph 9 and 18 of the CA Guidance.
- 6.1.3 The funding shortfall applies to the works required in the last six to nine months of the Scheme which are needed to ensure its completion. GCC is confident that it will have the monies available at the appropriate time either through savings made to the Scheme's design, elements of the budget not being fully required or alternative funding sources being utilised (or a combination of all three) including, in particular, the use of section 106 monies secured against Scheme dependent developments.
- 6.1.4 GCC intends to secure a loan facility from UKIB to ensure that the monies needed to meet any funding shortfall are available and that GCC is able to forward fund the final stages of Scheme construction. This will allow GCC to proceed with the project and allow the relevant contractor contracts to be entered into and to give certainty to the local and strategic highway authorities that the funds are available.
- 6.1.5 The scheme continues to receive high level political support across the County Council. The County Council's Leader, Deputy Leader and Chief Executive met on the 28th October to review and endorse the draft funding statement and the Leader has provided a written letter to confirm this (REP9A-005).
- 6.1.6 Therefore, irrespective of GCC meeting the policy test in paragraph 17 of the CA Guidance that requires an applicant to give an indication of how any potential shortfalls are intended to be met, it also meets the reasonable prospect test of such sums being available.
- 6.1.7 It is therefore considered that there is no funding impediment to delivery of the Scheme.

Appendices



Appendix A. Status of Planning Applications

Policy Allocation	Planning Application Ref	Developer	Description	Status	Status of Scheme discussions with development
POLICY A4 NORTH WEST CHELTENHAM DEVELOPMENT AREA (ELMS PARK) SITE B	24/01267/FUL	Persimmon Homes South Midlands Ltd	Erection of a temporary sales cabin with associated parking and ancillary facilities, close board and post and rail timber boundary fencing, on land relating to previously approved application 20/00759/FUL	Permitted 30 August 2024.	
	24/00073/FUL	Persimmon Homes South Midlands Ltd	Temporary (12 months) vehicular construction access from Manor Road in order to construct Phase 1 of the Swindon Farm, North West Cheltenham development approved under 20/00759/FUL	Permitted 15 March 2024.	
	23/00354/OUT (Manor Farm)	Metacre Ltd	Outline application for the erection of up to 180 residential units, including provision of vehicular and pedestrian access, green infrastructure and associated works. Appearance, landscaping, layout and scale are matters reserved for future consideration.	Not yet determined. Agreed Expiry Date: Fri 30 Aug 2024.	Proposed developer contribution methodology under discussion.
	23/01397/DISCON	Persimmon Homes Ltd	Discharge of conditions 3 (CTEMP), 7 (foul water drainage), 8 (site contamination investigation), 12	Discharged 23 July 2024.	

Policy Allocation	Planning Application Ref	Developer	Description	Status	Status of Scheme discussions with development
			(archaeological works), 13 (arboricultural method statement), 14 (no-dig methodology within RPAs), 15 (Tree Protection Measures), 33 (badger survey), 34 (LEMP) and 35 (CEMP) of planning permission 20/00759/FUL		
	20/00759/FUL Swindon Farm	Persimmon Homes Ltd	Full planning application for the erection of new residential development (Use Class C3), new vehicular and pedestrian access off Manor Road, attenuation basin and ancillary infrastructure. <i>260 residential units</i>	Permitted 2 June 2023.	Section 106 contribution set out within decision. S106 agreement currently being worked on.
	16/02000/OUT	Bloor Homes and Persimmon Homes	Outline application for up to 4115 new homes providing a range and choice of mix and tenure, including affordable housing (C3) and elderly persons accommodation (C2 up to 200 rooms), 24 ha of employment generating uses including 10 ha B1 business park (up to 40,000 sqm), a hotel (C1 up to 100 rooms), and mixed use centres providing retail uses and community facilities (A1 - A5 up to 6,150 sqm, D1/D2 up to 1,000 sqm), a transport hub and public transport inter change,	Not yet determined. Agreed Extension of the statutory period for determination until the 31 July 2024.	Proposed developer contribution methodology under discussion.

Policy Allocation	Planning Application Ref	Developer	Description	Status	Status of Scheme discussions with development
			primary and secondary school education (D2), new areas of green infrastructure including areas of play sports hub, woodland planting, allotments and habitat at creation, creation of new means of access onto Tewkesbury Road and Manor Road, new footways and cycleways, and drainage infrastructure.		
Policy A7 – West Cheltenham Development Area (<i>Golden Valley</i>) SITE C	22/01817/OUT (TBC reference: 22/01107/OUT) (northern parcel)	St Modwen And Midlands Land Portfolio Ltd	Outline planning application for residential development comprising a mixture of market and affordable housing (use class C3), which could include retirement/extra care accommodation (use class C2/C3) a flexible mixed use area with a community hub (including potentially use classes E, F1 and F2) a primary school and children's nursery to include use of sports pitches to provide public recreation space, site clearance and preparation, green infrastructure, walking and cycling routes, formal and informal public open space, sports pitch provision, drainage and other associated works and infrastructure, including utilities and highways works, all matters reserved except partially for access	Not yet determined. Agreed Expiry Date: 10 January 2025.	Proposed developer contribution methodology under discussion.

Policy Allocation	Planning Application Ref	Developer	Description	Status	Status of Scheme discussions with development
			<p><i>Up to 1100 residential units</i></p> <p><i>Up to 1000sqm mixed use area, comprising a community hub and flexible commercial, business and service floor space.</i></p>		
	23/01874/OUT (northern parcel)	HBD X Factory Limited	<p>Outline planning permission (with all matters reserved except for access) for a severable and phased development to provide new homes (Use Class C3) and non-residential floorspace comprising flexible commercial and community uses (Use Class E), as well as land for potential primary education (Use Class F1) and other associated infrastructure.</p> <p><i>491 residential units, 500sqm of flexible non-residential uses</i></p>	<p>Not yet determined.</p> <p>Agreed Expiry Date: 30 Jun 2024.</p>	Proposed developer contribution methodology under discussion.
	23/01875/OUT (southern parcel)	HBD X Factory Limited	<p>Outline planning permission (with all matters reserved except for access) for a severable and phased development to provide non-residential floorspace comprising flexible commercial and community uses (Use Classes E, F and Sui Generis), new homes (Use Class</p>	<p>Not yet determined.</p> <p>Agreed Expiry Date: 30 Jun 2024.</p>	Proposed developer contribution methodology under discussion.

Policy Allocation	Planning Application Ref	Developer	Description	Status	Status of Scheme discussions with development
			<p>C3) and other associated infrastructure.</p> <p><i>Up to 576 residential units</i></p> <p><i>Up to 125,698 sqm of non-residential floorspace, including commercial and community uses</i></p>		
	23/01418/SCOPE	NEMA Strategic Land	Request for a scoping opinion for the NEMA owned land within the West Cheltenham allocation	Scoping Opinion Provided on 20 September 2023.	
	24/01268/OUT	NEMA Golden Valley Ltd.	<p>Outline planning permission (with all matters reserved) for a severable development to provide the following severable elements: flexible commercial uses (Use Class E and Sui Generis); healthcare centre (Use Class E); flexible community uses (Use Class F); new homes (Use Class C3); other associated infrastructure.</p> <p><i>Up to 365 residential units</i></p> <p><i>Up to 2,475sqm of Class E(a) (retail), 3,750sqm Class E(b) (scale of food and drink) and Class E (e)</i></p>	<p>Application Validated 31 July 2024.</p> <p>Current determination deadline 30 October 2024.</p>	Proposed developer contribution methodology under discussion.

Policy Allocation	Planning Application Ref	Developer	Description	Status	Status of Scheme discussions with development
			<i>(healthcare) 727sqm and Class E (g) (office and industrial) 37560sqm.</i>		
Policy SD5- Area of Restraint Safeguarded Area <i>(safeguarded land to the north-west of Cheltenham)</i> SITE A	n/a	n/a	Development anticipated include 2,258 dwellings and 30ha employment use anticipated.		Discussions held around Scheme interface with development masterplan proposals, Proposed developer contribution methodology under discussion.

Figure A-1 - Location of the Scheme elements (M5 Junction 10 Improvements, A4019 Widening, and the Link Road to West Cheltenham), the allocated land at West and North-west Cheltenham (light blue areas on the figure), and the safeguarded land areas at north-west and west Cheltenham (dark blue areas on the figure). (* Safeguarded land is land which has been identified for development in the future and is protected from conflicting development).



AtkinsRéalis

The Hub
500 Park Avenue
Aztec West
Bristol
BS32 4RZ

APPENDIX B
**M5 Junction 10 Improvement Scheme – Waste Management License
Letter (Gloucestershire City Council)**

Highways

Highways Commissioning
Block 5, 6th Floor East
Shire Hall
Gloucester GL1 2TH

31/01/2025

To whom it may concern

M5 Junction 10 Improvement Scheme – Waste Management Licence

The M5 Junction 10 Improvements Scheme is a Nationally Significant Infrastructure Project, which includes the following elements: (1) Improvements to Junction 10 of the M5; (2) Widening of the A4019, east of Junction 10; (3) A new link road between the A4019 and B4634 in West Cheltenham. The scheme is currently awaiting the Secretary of State's decision on the Development Consent Order (DCO), which is anticipated on or before 3rd June 2025. The scheme is being promoted by Gloucestershire County Council (GCC), but also includes works to the National Highways Strategic Road Network, and is being funded primarily by Homes England to unlock future development sites within the area.

GCC have been working with Galliford Try, who are a major national contracting company, since May 2023 to develop the design and make preparations to commence construction within a short timescale once the DCO is confirmed. The construction project will require Class 1 and 2 general fill for road embankments and associated works. As per the commitments in the Environmental Management Plan, in particular Annex B1: Materials Management and Annex B12: Site Waste Management, aggregates, asphalt, concrete and manufactured products are to be sourced locally, including the use of recycled aggregates, where possible to minimise waste and as part of the commitment to the circular economy.

GCC therefore welcomes your support in granting that Waste Management licence, and any other environmental permits, to ensure construction timelines are met and do not cause any unnecessary delays, which in turn is likely to lead to increased costs. Should you require any further information, please do not hesitate to contact the project team at the e-mail address below.

Yours faithfully



Chris Beattie
M5 Junction 10 Programme Manager
Gloucestershire County Council
PM5J10ImprovementsScheme@gloucestershire.gov.uk
08000 514514

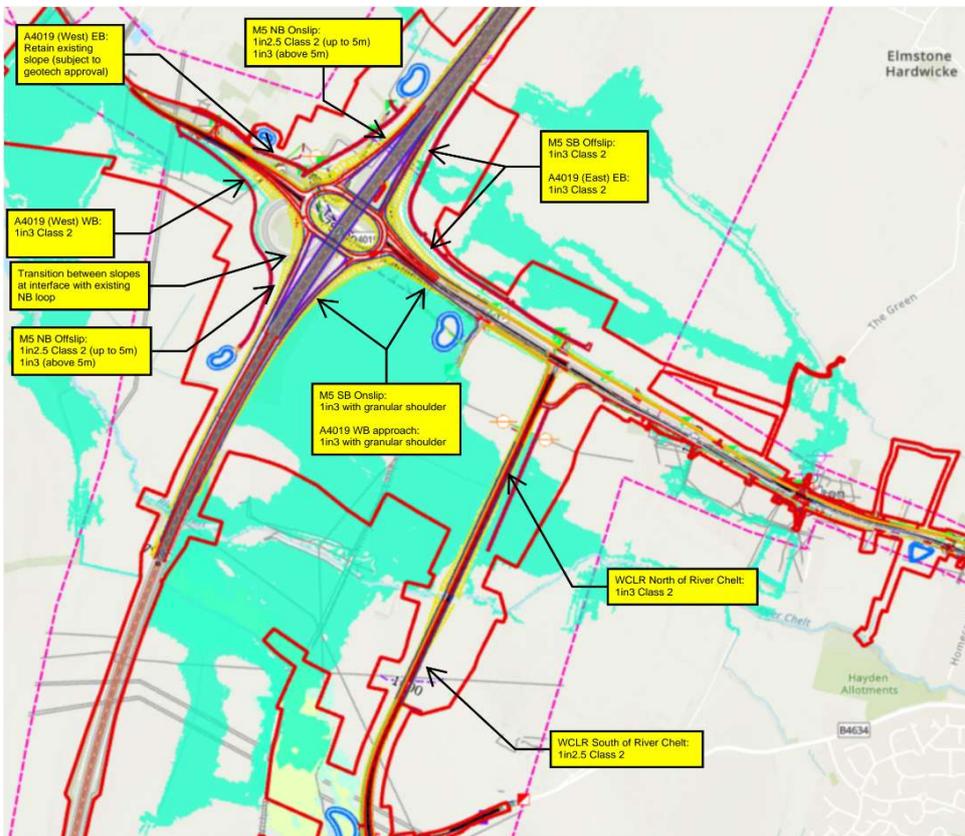
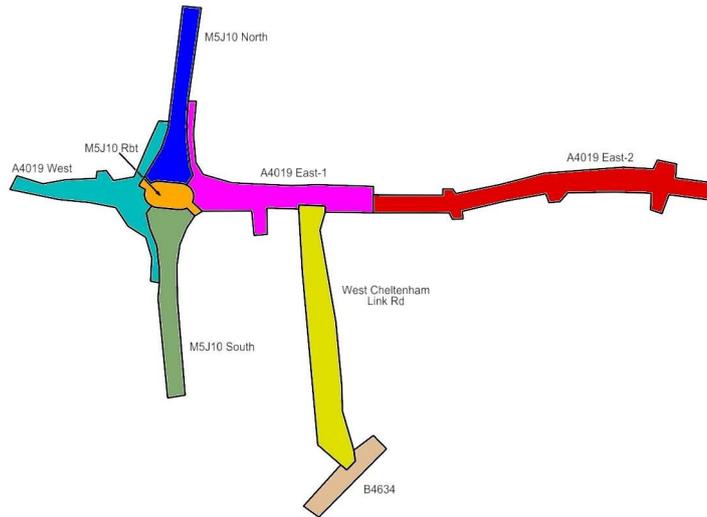
APPENDIX C
Earthworks Calculations (Galliford Try)

Earthworks Volumes DF5.1

Imported Material	
Model Name	Bulk Fill Volume m ³
M5J10 North	118,783
M5J10 South	94,174
M5J10 Roundabout	135,126
A4019 West	34,081
A4019 East - 1	74,115
A4019 East - 2	18,802
West Cheltenham Link Rd	73,212
B4634	1,486
Flood Compensation Area	4,135
Ditches	-
Ponds	3,926
Existing Loop Infill	44,962
Totals	602,802

Key	Populated from ORD Model Outputs
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Note: Cut and fill volumes have road box factored into the calculation. Road box has been generalized and modelled accordingly. Mark up outlining generalization available on request



Assessment of key differences

Series	Difference
0600 Earthworks:	£21,090,071

Quantities:

- DF3 fill quants indicate 135km3 less fill material than Arcadis/MJC
- Fill quants do not appear to have been adjusted for Topsoil strip or resoiling and will therefore be under measured
- DF3 allows for disposal of 117km3 of U1 Material and no topsoil disposal. GT quants 191km3 plus 75km3 of topsoil
- Earthworks Quants use Topsoil and Capping Layer to create balance. This means that Shotfall (import) is wrong and will be much greater
- Total import is 290km3 however this includes Capping. GT import vol is 675km3 incl Capping
- DF3 Volume for Hard material in existing pavements is extremely low (1,500m3)
- No resoiling of verges or FCA included in DF3
- DF3 Geotextile and Formation/Sub Formation areas are much lower

Rates:

- Tospoil Strip rates appears to only cover short site haulage and doesn't include road haulage
- Deposition rate for existing material is low (in stockpile)
- Disposal of U1 rate is a lot higher than GT rate
- Imported Class 1 rate is realistic however 6F5 rate is much lower (£33/m3)
- Other rates appear realistic

Earthworks Quants

Sl	Area	Cut -Qty.	Fill -Qty.	Qty. For Pavemen	Net Filling Qty.
1	M5J10	1419	502589	87406	415183
2	Link Road	80	85732	34715	51017
3	A4019	1174	37243	26260	10983
4	Elms Park	1157	24539	36472	-11933
5	Access Raod	1075.934	56		56
6	Flood Compensa	180406	504		504
Total		185312	650663	184853	465810

Total Excl Elms P 184,155 626,124 148,381 477,743 293,588

Bill Quants

		DF3		GT Quants		Comments
		M5 J10	A4019	WCLR	Total	
Excavation						
Topsoil	m3	67,525	13,692	15,208	96,425	139,529 DF3 quants would appear to ignore topsoil in Flood Comp Area (41,086m3)
Flood Comp	m3	180,406			180,406	146,139 excludes topsoil
Structures	m3	4,192	352	24	4,568	7,251 Includes Ponds
General Exc	m3	2,795	235	16	3,046	- All excavation currently deemed unacceptable
watercources	m3	2,795	235	16	3,046	2,614
Matresses	m3	2,795	235	16	3,046	??
Ponds					-	
Unsuitable	m3	1,397	117	8	1,522	35,606 Includes Ponds
EO Hard	m3	1,397	117	8	1,522	21,956 Existing Pavements
Deposition in st	m3	157,142	8,920	9,173	175,235	- No stockpiling of existintg material included
Disposal U1	m3	104,762	5,947	6,115	116,824	191,404
Disposal Topsoil					-	74,852 No allowance in DF3
Filling						
From Temp sto	m3	157,142	8,920	9,173	175,235	- Quantity appears to be utilising some topsoil as fill material?
from Elms Park	m3	12,403	1		12,404	Not part of this scheme
Import Class 1/	m3	98,421	825	16,738	115,984	529,737 DF3 Quant is very low. GT total fill vol is 602km3
Import Class 6l/	m3	73,816	619	12,553	86,988	Not part of GT Earthworks budget - included in Structures
Import Class 6F	m3	73,816	619	12,553	86,988	47,913 DF3 Quant is excessive
Compaction						
Embankments	m3	373,715	9,885	45,916	429,516	
Reinforced Eart	m3	41,525	1,098	5,102	47,725	
Topsoil						
Verges & Batter	m3					23,590 No specific topsoiling items on DF3
Flood Comp Ar	m3					41,069 No allowance for resoiling FCA
Geotextiles	m2	86,744	1,137	16,358	104,239	536,184
Subformation	m2	86,744	1,137	16,358	104,239	148,655
Formation	m2	86,744	1,137	16,358	104,239	147,860