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1. Introduction

- 1.1. Ward Williams LLP (WW) have been appointed by The Ernest Cook Trust (The ECT) and Gloucestershire County Council (GCC), to provide Cost Management support in support of the proposed development of Land at Wisloe, Gloucestershire.
- 1.2. The Land at Wisloe (Ref PS37) site currently comprises land being promoted by The ECT & GCC for adoption within the emerging Stroud Local Plan.
- 1.3. Following the Examination in Public (EIP) on the Friday 23rd June 2023, the Planning Inspector had requested that additional engagement with National Highways was undertaken, to validate costs presented by WW on behalf of The ECT and GCC for the M5 Pedestrian crossing.
- 1.4. The purpose of this paper is to respond to the Stroud District Local Plan Review – Action Plan September 2023 (Link: [sdc-local-plan-action-plan.pdf](https://www.stroud.gov.uk/sdc-local-plan-action-plan.pdf) ([stroud.gov.uk](https://www.stroud.gov.uk))).

2. Background

- 2.1. In advance of the EIP, a “Viability & Deliverability Statement” (VDS) was issued and uploaded to the examination library. A copy of this document is included at Appendix A.
- 2.2. The VDS provided additional narrative and evidence to support the scheme appraisal prepared by Savills.
- 2.3. At the EIP, Ward Williams LLP, presented a summary of the M5 pedestrian and cycle crossing construction costs, referencing the VDS as follows;

M5 Bridge	£3,766,000	Based on dialogue with National Highways. Bridge is benchmarked against the new footbridge at Michaelwood Service Station (M5). It is inclusive of all construction and traffic management works.
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- 2.4. Context in respect of the scope costed within the VDS was confirmed by Mr. Bushell, with £3.766m verbally confirmed to be inclusive of:
 - The bridge deck,
 - “Offline” bridge abutments,
 - Preliminaries,
 - Traffic Management,
 - Main Contractor Overheads and Profit.

With the following confirmed as allowed for “elsewhere” within the viability Cost Plan i.e. not contained within the £3.766m “M5 Bridge” line item:

- Indexation,
 - Contingency,
 - Professional fees,
 - Inspection fees,
 - Commuted Sums,
 - All other soft costs.
- 2.5. The cost for the M5 Wisloe pedestrian and cycle bridge and contained within the viability cost plan, had been benchmarked against the National Highways scheme at Michaelwood Service Station on the M5 motorway. And was “signposted” accordingly, see 2.3 above.

Status: Confidential

Land at Wisloe: M5 Pedestrian & Cycle Bridge – August 2024 R2

Response to Stroud District Local Plan Review – Action Plan September 2023

- 2.6. In response Ward Williams LLP presenting the costs, the National Highway representative, queried the cost allowance, and sought “internal” cost guidance during the EIP.
- 2.7. Following the EIP, the Inspector requested that The ECT, GCC and their agents, engage with National Highways (NH), to obtain NH’s approval of the cost allowances made within the viability cost plan for the Wisloe M5 pedestrian and cycle bridge. Such a request was formalised in the Stroud District Local Plan Review – Action Plan September 2023.
- 2.8. The M5 pedestrian and cycle bridge falls into NH’s “Third Party Works” category, which is defined as.
- “Third parties include any other external organisation, other than nominated and statutory undertakers that propose works or development that impacts in some way on the strategic road network, and a Section 278 legal agreement (Highways Act 1980) with National Highways is required prior to works.”**
- 2.9. In respect of cost. The scheme promotor, in this instance The ECT & GCC, are responsible for meeting all project costs, essentially indemnifying NH from any and all costs associated with the proposed works. **Accordingly, there is no mechanism within the established Third Party process for NH to “approve” or “comment” upon Third Party work costs.**

3. Cost Agreement

- 3.1. A meeting between NH and The ECT, GCC and their agents was held on the 20th September 2023. During this meeting it was agreed that The ECT and GCC would submit the M5 Wisloe Bridge costs to National Highways, for NH to respond confirming its “broad agreement”, satisfying the request made by the Inspector (see 2.7).
- 3.2. Stantec on behalf of The ECT & GCC, produced an enhanced pack of information (attached at Appendix B) which sought to confirm visually the scope of work and the approach to construction, incorporating minor technical comments made by National Highways during the meeting on 20th September 2023. This pack was produced by Stantec’s bridge engineering team who are experienced in designing these types of structures in accordance with standards. This was issued to National Highways on the 13th February 2024, with a costing summary updated by Ward Williams.
- 3.3. Costs produced by Ward Williams and issued to NH on the 13th February 2024, summarise the total allowance for the M5 Wisloe Bridge within the viability cost plan. And have been summarised to assist NH in undertaking its own contemporaneous benchmark comparison. Importantly, from a viability perspective the overall project cost plan remains the same, i.e. the overall cost to deliver the Wisloe Project has not changed.
- 3.4. The email issued to NH on the 13th February 2024 is attached at Appendix C.
- 3.5. The cost summary issued to NH on the 13th February 2024 is attached at Appendix D.
- 3.6. It should be noted that a commuted sum for the Wisloe pedestrian and cycle bridge has been allowed for by the developer and is included as part of the site wide allowance for commuted sums within the total project cost plan. For the purposes of accuracy and presentation, the cost summary at Appendix D, does not include the commuted sum allowance.
- 3.7. National Highways responded to confirm agreement of the Wisloe M5 pedestrian and cycle bridge costs on the 21st February 2024 as follows:
“Whilst we don’t have full construction details or cost breakdowns, the figures that you have provided are broadly in line with what National Highways would expect the costs to be on a scheme of this nature.”
A copy of this email is included at Appendix E.

Appendix A: Viability & Deliverability Statement

Wisloe Development Viability & Deliverability Statement.

16th June 2023

It's critical that the plan delivers on creating connections, facilities and attractive open spaces with fantastic living conditions so that people want to live work and play in Stroud. This can only be achieved if the adopted developments are viable.

Development at Wisloe is viable.

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Section 1:	Introduction
Section 2:	Cost
Section 3:	Programme
Section 4:	Development Appraisal
Appendix 1:	Delivery Programme and Phasing Plans

1. Introduction

- a. Following the local plan hearing on the 5th May 2023, The Ernest Cook Trust & Gloucestershire County Council have commissioned additional works to supplement the information already issued as part of the Local Plan Examination process.
- b. The contents of this document demonstrate that Wisloe is commercially viable, and if adopted would create an inspiring environment for people to live, work and play in.

2. Cost.

- a. Additional commentary on “cost coverage”, has been included within the Savills appraisal (below) and is intended to confirm that all capital costs, including all of the IDP costs have been sufficiently and appropriately budgeted for. This additional commentary is contained overleaf.
- b. Liaison with National Highways has been undertaken. A cost allowance for the M5 pedestrian bridge (included within the viable appraisal) is benchmarked against the pedestrian crossing at Michaelwood Service station provided by National Highways. This cost is c.£3.77m.
- c. The exact new route for the High Pressure Gas Main will be finalised during the development of detailed design proposals. But broadly, the estimated cost is considered to be appropriate at this state. Additional liaison with Wales & West to firm-up the diversion cost has been undertaken. This cost is £2.2m. A contingency figure of +/- 30% has been noted in the quotation. For clarity this relates to the firming up of the route, accordingly, the cost will just as likely go up, as it will come down. With that in mind. +10% contingency has been allowed within the capital cost (Cost Plan).
- d. Capital Costs for the necessary infrastructure have been benchmarked against other contemporaneous developments in the district and region. Uplifted to Q2 2023 – which is the Base Date for the viability appraisal

Summary of Viability Appraisal

We have prepared an internal appraisal to model and test the viability of the proposed scheme. We have adopted a traditional housebuilder model, whereby the Gross Development Value (GDV) of the completed development has been assessed, before deducting the associated costs of development, finance and a developer profit margin to derive a Residual Land Value (RLV) for the site.

A copy of our appraisal is attached at (Section 4). We would comment that at this stage our appraisal represents a high-level assessment of the proposed scheme, which we believe is appropriate given the site's current planning status c). Our appraisals will be updated as the site progresses through the planning application process and further information becomes available.

We have set out below an overview of the key assumptions included within our appraisal:

Input	Value / Cost	Commentary
Residential GDV (Private)	£330psf	Based on sales evidence
Residential GDV (Affordable)	£198psf	60% of private sales values (blended)
Employment GDV	£600,000 per net acre	Assumed serviced land receipt
Local Centre GDC	£600,000 per net acre	Assumed serviced land receipt
Residential Plot Construction	£140psf	Based on BCIS Lower Quartile and adjusted for scale and location. Figure includes 12.5% for externals
Net Zero Allowance	£7,000 per plot	Based on discussions with several PLC housebuilders during recent marketing exercise
Developer Contingency	5%	
Primary Infrastructure	£18,947,000	Site Preparation & Enabling Works @ £368k Spine Road (1,330m) @ £5,203k Main Street (260m) @ £1,427k Residential Street (990m) @ £3,931k Employment Road (265m) @ £978k Attenuation Ponds & Swales @ £2,750 Rain Gardens @ £483k Mains Foul Drainage; Incl Pumping Stations/ Rising Mains @ £997k Off-site Storm Drainage Works/ POC @ £110k Off-site Storm Drainage Works/ POC @ £110k Contractor Preliminaries (16%) @ £2,617 NB: (a) all costs are inclusive of 10% risk and, (b) all items have been measured and priced using contemporaneous rates and benchmarks derived from local strategic sites, suitably indexed. (c) A full capital works Cost Plan has been prepared by WWA and forms the basis of the appraisal.
Public Open Space	£6,330,000	Based on LHC drawings, this cost allows for all Public Open Spaces; including formal play areas, allotments and general site wide paths and planting.

		This figure is inclusive of the noise bund at £1.3m. NB: initial conversations with local groundworks firms have been undertaken by WWA and interest exists such organisations to bring clean soils into the site, that will realise a project credit. The cost of £1.3m reflects this intention, which is now “normal” practice for strategic sit earthwork strategies.
Section 278 Works	£3,899,000	A38 Junction (1) North @ £1,018k A38 Junction (2) South @ £627k A38 Employment Access @ £311k A4135 Junction @ £773k Contractor Preliminaries (18%) @ £1,170k NB: (a) all costs are inclusive of 10% risk and, (b) all items have been measured and priced using contemporaneous rates and benchmarks for GCC highway works, suitably indexed. (c) A full capital works Cost Plan has been prepared by WWA and forms the basis of the appraisal.
Bus Improvement Works	£1,050,000	As per Stagecoach EIP representation dated 26/04/23 to secure upgrade to existing 65 service to divert it through site and uplift it from 1 to at least 2 buses per hour between Dursley, Stonehouse and Gloucester during core operating hours, 0700-1930 Monday-Saturday.
M5 Bridge	£3,766,000	Based on dialogue with National Highways. Bridge is benchmarked against the new footbridge at Michaelwood Service Station (M5). It is inclusive of all construction and traffic management works.
Gas Main Diversion	£2,200,000	Based on Fingleton White and Wales and West Utilities ‘Gas Feasibility Study’ – included in Appendix D2 of the Wisloe Masterplan Report.
Indexation	£3,750,000	
IDP 2020	£15,345,000	Based on IDP 2020 figures but excluding items relating to school, POS and community facilities which have been costed separately by WWA
IDP 2022 Addendum	£13,626,392	Based on IDP 2022 Addendum figures, but excluding items relating to school & community facilities which have been costed separately by WWA
WWA Specific S106 Costings	£13,524,000	Figures provided by WWA and include 3FE Primary School, sports pitches & changing rooms
On Parcel Professional Fees	£8,778,000	4% of construction cost
Site Wide Professional Fees	£9,410,000	Priced using contemporaneous rates and benchmarks derived from strategic sites.
Developer Profit margin	19% on GDV / 23.46% on cost	Based on knowledge of similar land sales elsewhere

Our appraisal produces an indicative land value of circa £32.5m. On this basis we consider that the scheme is viable when assessed against the Council’s benchmark land value.

3. Programme

- a. In summary the programme has been developed in detail and confirms that;
 - Wisloe will be delivered before 2040.
 - Wisloe could start on site in 2027.
 - The M5 pedestrian bridge will be delivered at an early phase of the project to support sustainable travel and embedded low-carbon travel habits for residents (and the existing community).
 - A Development Partner will be secured in 2024 (and this process is due to commence imminently)
 - The delivery of place making, which is at the heart of the Wisloe philosophy, is heavily front loaded and will be embedded in the initial phases of work.
- b. The proposed Delivery Programme and Phasing Plans are included in Appendix 1.
- c. The Delivery Programme and Phasing Plans set out the proposed phasing for the delivery of Wisloe over the Local Plan period. We are confident that our programme is robust and realistic – and that the proposed timescales reflect the specific circumstances relating to the site, landowners and planning timescales.
- d. The Ernest Cook Trust and Gloucestershire County Council have been working together for a number of years to bring forward Wisloe and have committed to early production of technical reports to remove risk and ensure the proposed Masterplan and Design Code are realistic and deliverable. Archaeological Surveys (using ground penetration radar) are currently being commissioned, along with Minerals Assessments, to ensure we have a greater understanding of these issues to inform the development of a planning application for the site.

Proposed Planning & Delivery Process

- e. We are proposing to submit a Hybrid Planning Application (Outline plus Detail for Phase 1) in late 2024/early 2025. This allows for 12 months (2024) to prepare the planning application and Environmental Statement, drawing upon the extensive technical and design work already undertaken. We would propose to agree a Planning Performance Agreement with Stroud District Council to ensure the application is supported, facilitate pre-application discussions and ensure a prioritised planning process (for which we have allowed 12 months).
- f. A further 2 years has been allowed, for condition discharge and technical approvals and commencement of access and infrastructure works on site, before completion of first dwellings – this accords with the Lichfields research which shows that a scheme of more than 500 dwellings delivers its home in approximately 3 years.

- g. Further Reserved Matters applications will be undertaken in advance of each subsequent phase.
- h. The Phasing Plans and Programme clearly show the proposed delivery sequence for delivery of Wisloe at deliverable rates. Ward Williams Associates have undertaken detailed work to underpin this programme – carefully considering the programme for infrastructure delivery to ensure that this is financially achievable and meets developer requirements in relation to cashflow and work in progress.
- f. Phase Plans, supporting the programme have been created and are included within this submission pack. These plans aim to summarise the approach to executing the works at Wisloe, reinforcing the following;
 - i. Clearly shows the direction of construction.
 - ii. The emphasis on place making.
 - iii. Multi-phased housing delivery.
- i. The scheme has been split into several phases of work balancing the creation of place, with commercial necessity. The phase plans include a summary on the number of houses delivered in each phase, along with the cumulative total at the end of the phase.
- j. Phases have been carefully considered to ensure the primary infrastructure and offsite improvements are delivered early. This will allow construction traffic to use the new road network. With the overall intention of minimising impact on the surrounding area as the development progresses.

Development Partner Selection

- k. The site is being proactively promoted by Ernest Cook Trust and Gloucestershire County Council; two institutional landowners with successful track records promoting land for development, including at Fairford Leys in Aylesbury, a pioneering scheme with legacy and placemaking at its heart.
- l. The landowners have a vision to deliver an exemplar development at Wisloe, and made an early, conscious and positive decision to promote the site through the Local Plan process using their own resources in order to retain control. This approach is common and appropriate for corporate and institutional landowners with the funding and ability to drive the process themselves.
- m. A full consultant team has been employed with significant experience, including planning advisors, masterplanners and cost consultants. Work on a hybrid planning application is therefore due to commence immediately.
- n. Going forward the intention has always been to identify a suitable development partner with the funding and track record work alongside the landowners in supporting the planning application process and ultimately delivering the consented scheme in line with the



landowners' vision. The landowners envisage receiving strong interest from housebuilders, developers and specialist promoters, and indeed have already received speculative expressions of interest and enquiries from interested parties.

- o. A procurement process is due to commence imminently with the issuing of a Prior Information Notice (PIN) in July, followed by a formal marketing process which will run in tandem with the ongoing planning and technical work. The project team includes specialist public procurement experts well versed in running similar exercises for major strategic projects elsewhere including at Maidenhead Golf Course and Horsham, West Sussex. We are therefore confident that an appropriate party can be identified and contracted within 12 months as set out in the Proposed Delivery Programme.



4. Development Appraisal

- a. A copy of the Development Appraisal, produced by Savills, is included in Appendix 1 overleaf.
- b. This Appraisal is based on the Current Technical Reports and Masterplan, which are subject to future design development.
- c. The appraisal is based upon Savills extensive knowledge of the market, supplemented by Ward Williams Associates Cost Plan, which is benchmarked against local and regional strategic projects.
- d. S106 & IDP 2020 & 2022 costs within the appraisal amount to £42.46m. This is representative of the full cost advised by Stroud.
- e. The appraisal is conservatively constructed, but still results in a viable scheme returning 23.46% profit on cost.



Appendix 1 – Development Appraisal

Wisloe

Based on Current Technical Work & Masterplan

Development Appraisal

Prepared by Savills

Savills

14 June 2023

**Wisloe
Based on Current Technical Work & Masterplan**

Appraisal Summary for Phase 1

Currency in £

REVENUE

Sales Valuation	Units	ft ²	Sales Rate ft ²	Unit Price	Gross Sales
Residential Private	1,050	1,155,000	330.00	363,000	381,150,000
Residential Affordable	450	337,500	198.00	148,500	66,825,000
Employment	7	0	0.00	600,000	4,200,000
Local Centre	5	0	0.00	600,000	3,000,000
Totals	1,512	1,492,500			455,175,000

NET REALISATION 455,175,000

OUTLAY

ACQUISITION COSTS

Residualised Price	32,467,566	32,467,566
Stamp Duty	1,612,878	
Effective Stamp Duty Rate	4.97%	
Legal Fee	200,000	1,812,878

CONSTRUCTION COSTS

Construction	ft ²	Build Rate ft ²	Cost
Residential Private	1,155,000	140.00	161,700,000
Residential Affordable	337,500	140.00	47,250,000
Totals	1,492,500 ft²		208,950,000
Plot build contingency		5.00%	10,447,500
Net Zero extra build cost	1,500 un	7,000.00 /un	10,500,000
Primary infrastructure			18,974,000
POS			6,330,000
S278			3,899,000
Bus improvement proposal			1,050,000
M5 Bridge			3,766,000
Gas Main Diversion			2,200,000
Indexation			3,750,000
WWA S106 Works Budget			13,524,000
S106 contributions IDP 2020	1,500 un	10,230.00 /un	15,345,000
S106 contributions IDP 2022	1,500 un	9,084.00 /un	13,626,000
			312,361,500

PROFESSIONAL FEES

On-Parcel Professional Fees	4.00%	8,778,000
Sitewide Professional Fees		9,410,000
		18,188,000

DISPOSAL FEES

Sales Agent and Marketing Fee P	2.00%	7,623,000
Sales Agent Fee A		150,000
Sales Legal Fee P	1,050 un	400.00 /un
Sales Legal Fee A		420,000
		150,000
		8,343,000

FINANCE

Debit Rate 6.000%, Credit Rate 1.500% (Nominal)		
Land		8,844,013
Construction		(12,053,186)
Other		(1,272,021)
Total Finance Cost		(4,481,194)

TOTAL COSTS 368,691,750

PROFIT

86,483,250

Performance Measures

Profit on Cost%	23.46%
Profit on GDV%	19.00%
Profit on NDV%	19.00%
IRR% (without Interest)	35.14%
Profit Erosion (finance rate 6.000)	3 yrs 6 mths



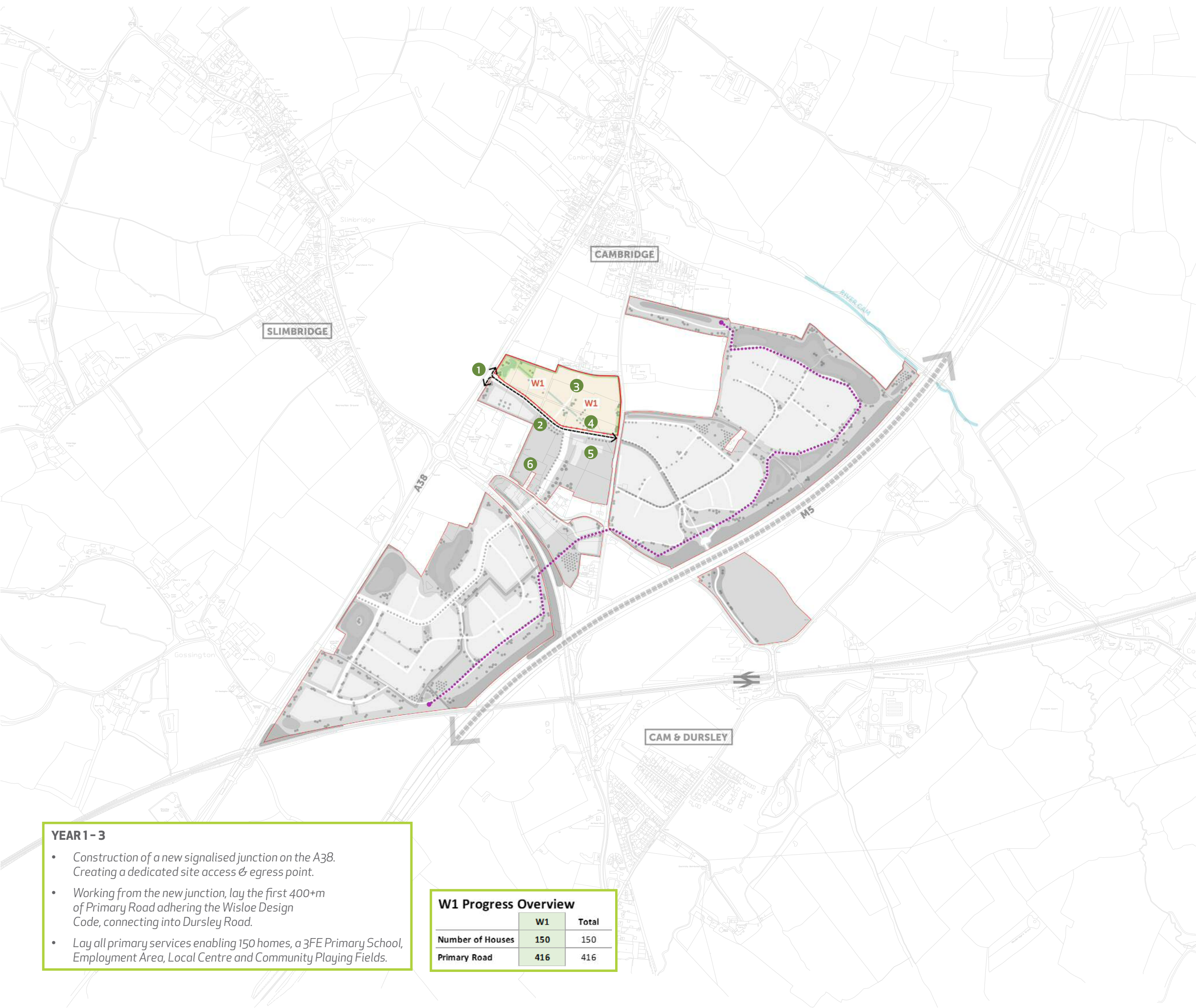
Appendix 2 – Delivery Programme and Phasing Plans

Phase W1

2027-2029

KEY

- Gas Main
- ➔ Main Road
- ① Signalised Junction
- ② 400+m of Primary Road
- ③ 10% of Housing Enabled
- ④ Community/Local Centre Land Enabled
- ⑤ Primary School Land Enabled
- ⑥ Playing Fields Enabled



- YEAR 1 - 3**
- Construction of a new signalised junction on the A38. Creating a dedicated site access & egress point.
 - Working from the new junction, lay the first 400+m of Primary Road adhering the Wisloe Design Code, connecting into Dursley Road.
 - Lay all primary services enabling 150 homes, a 3FE Primary School, Employment Area, Local Centre and Community Playing Fields.

W1 Progress Overview		
	W1	Total
Number of Houses	150	150
Primary Road	416	416

REV	DATE	COMMENTS	AUTHOR / CHECKED

PROJECT TITLE
Wisloe

DETAIL
Site Phasing Plans

DRAWING NUMBER
(PROJECT ORIGINATOR ZONE LEVEL TYPE ROLE NUMBER)
WIS -LHC -00 -00 -DR -UD -01.02

STATUS	STATUS DESCRIPTION
S2	FOR INFORMATION

REVISION	DATE	SCALE
X	June 2023	1:10000 @A3

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LHC PROJECT NUMBER
20006

EXETER
01392 444334
PLYMOUTH
01752 669696
ST AUUSTELL
01726 213435
lhc.net

Phase W2

2029-2031

KEY

- Drainage
- > Main Road
- ① Allotments & Community Gardens
- ② Surface Water Connection
- ③ 18% of Housing Enabled
- ④ 280m of Primary Road & Blue Corridor
- ⑤ New M5 Pedestrian Bridge
- ⑥ Link to Train Station



- YEAR 3 - 5**
- Utilising the new road from the A38 to Dursley Road, create a temporary access to form a construction area for the New M5 Pedestrian Bridge.
 - Install the New M5 Bridge and create a link to Cam & Dursley Station.
 - Working from Dursley Road, lay the next 280+m of Primary Road adhering the Wisloe Design Code, forming a pedestrian link between the A38 and Cam & Dursley Station.
 - Lay all primary services enabling 273 homes, Public Open Spaces, Community Gardens and Allotments.
 - Connect the Blue Corridors and ponds into the Rover Cam.
 - Commence construction of the Bund adjacent the M5.

W2 Progress Overview

	W1	W2	Total
Number of Houses	150	273	423
Primary Road	416	280	696

REV	DATE	COMMENTS	AUTHOR / CHECKED

PROJECT TITLE
Wisloe

DETAIL
Site Phasing Plans

DRAWING NUMBER
(PROJECT ORIGINATOR:ZONE-LEVEL-TYPE-ROLE-NUMBER)
WIS -LHC -00 -00 -DR -UD -01.02

STATUS	STATUS DESCRIPTION
S2	FOR INFORMATION

REVISION	DATE	SCALE
X	June 2023	1:10000 @A3

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LHC PROJECT NUMBER
20006

lhc design

EXETER 01392 44334
PLYMOUTH 01752 66968
ST AUUSTELL 01726 213435
lhc.net

Phase W3

2032-2033

KEY

- > Main Road
- 1 New 3FE Primary School
- 2 550m of Primary Road
- 3 New Sports Pitches
- 4 14.5% of Housing Enabled
- 5 Public Open Spaces
- 6 New Junctions



- YEAR 6 - 7**
- Opening of a new 3FE Primary School.
 - Completion of the New Sports Pitches.
 - Construction of a junction on the A4135. Creating a second dedicated site access & egress point, and access to the Lighenbrook Land to the West.
 - Working from the W1 Primary road, lay the next 270m of Primary Road adhering the Wisloe Design Code, forming a vehicular link between the A4135 and the New Primary School.
 - Working from the W2 Primary road, lay the next 280m of Primary Road adhering the Wisloe Design Code, forming a vehicular link to development parcels.
 - Lay all primary services enabling 217 homes, Public Open Spaces, Community Gardens and Allotments.
 - Creation of further Blue Corridors and ponds.
 - Continue construction of the Bund adjacent the M5.
 - Local centre and W1E expected to become economically viable in this period.

W3 Progress Overview

	W1	W2	W3	Total
Number of Houses	150	273	217	640
Primary Road	416	280	548	1,244

REV	DATE	COMMENTS	AUTHOR / CHECKED

PROJECT TITLE
Wisloe

DETAIL
Site Phasing Plans

DRAWING NUMBER
(PROJECT ORIGINATOR ZONE LEVEL TYPE ROLE NUMBER)
WIS -LHC -00 -00 -DR -UD -01.02

STATUS	STATUS DESCRIPTION
S2	FOR INFORMATION

REVISION	DATE	SCALE
X	June 2023	1:10000 @A3

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LHC PROJECT NUMBER
20006

lhc design

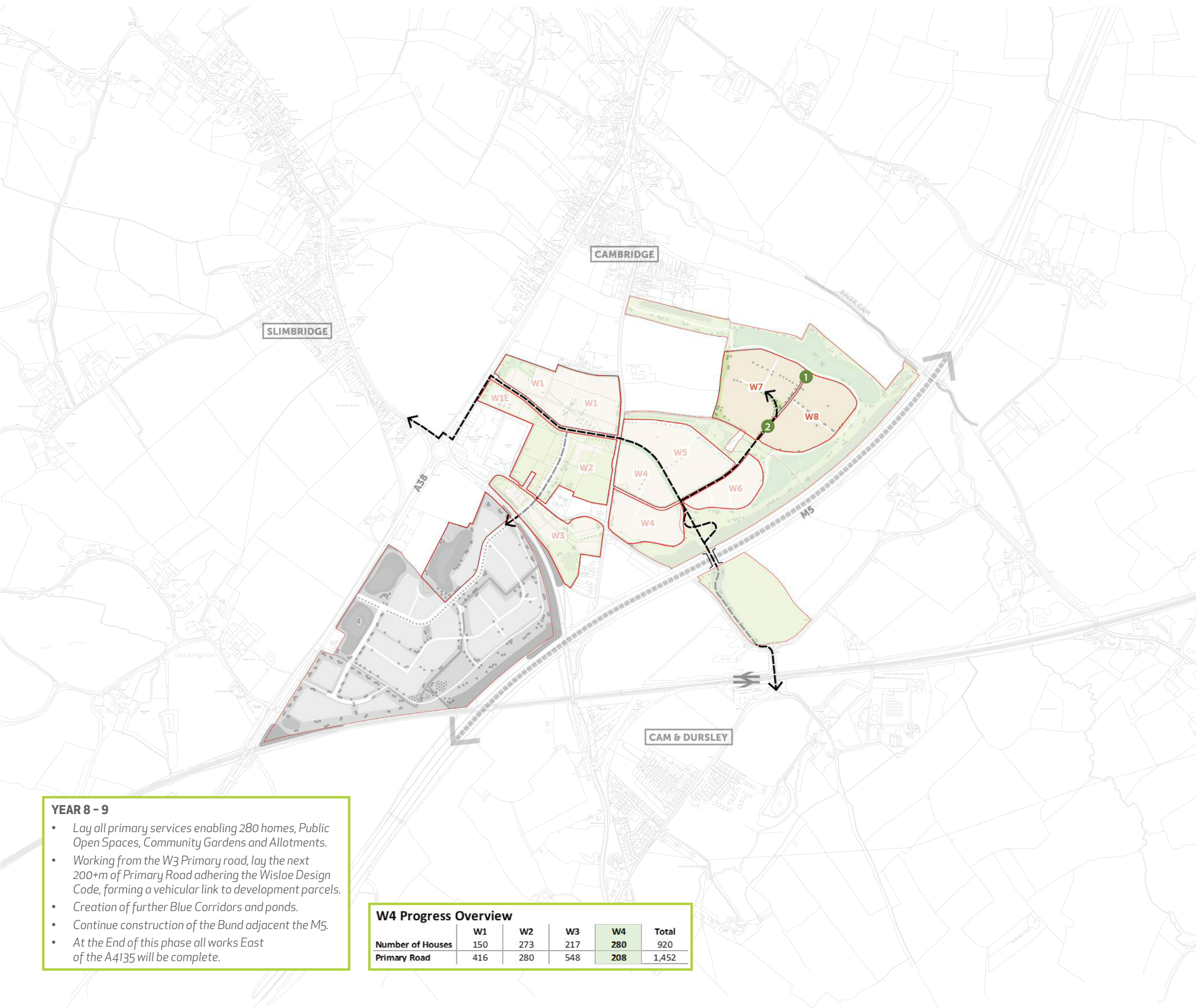
EXETER 01392 44334
PLYMOUTH 01752 66968
ST AUUSTELL 01726 213435
lhc.net

Phase W4

2034-2035

KEY

- > Main Road
- 1 19% of Housing Enabled
- 2 200m of Primary Road



YEAR 8 - 9

- Lay all primary services enabling 280 homes, Public Open Spaces, Community Gardens and Allotments.
- Working from the W3 Primary road, lay the next 200+m of Primary Road adhering the Wisloe Design Code, forming a vehicular link to development parcels.
- Creation of further Blue Corridors and ponds.
- Continue construction of the Bund adjacent the M5.
- At the End of this phase all works East of the A4135 will be complete.

	W1	W2	W3	W4	Total
Number of Houses	150	273	217	280	920
Primary Road	416	280	548	208	1,452

REV	DATE	COMMENTS	AUTHOR / CHECKED

PROJECT TITLE
Wisloe

DETAIL
Site Phasing Plans

DRAWING NUMBER
(PROJECT ORIGINATOR ZONE LEVEL TYPE ROLE NUMBER)
WIS -LHC -00 -00 -DR -UD -01.02

STATUS	STATUS DESCRIPTION
S2	FOR INFORMATION

REVISION	DATE	SCALE
X	June 2023	1:10000 @A3

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LHC PROJECT NUMBER
20006

lhc design

EXETER 01392 444334
PLYMOUTH 01752 669696
ST AUUSTELL 01208 213435
lhc.net

Phase L5

2036-2040

KEY

- > Main Road
- 1 New Junction
- 2 620+m of Primary Road
- 3 Employment Zone Enabled
- 4 38% of Housing Enabled
- 5 Public Open Spaces



- YEAR 10 - 14**
- Working from the A4135 Junction delivered in Phase W3, lay the next 625+m of Primary Road - in a single phase - adhering the Wisloe Design Code, forming a vehicular link to through to a 2nd Junction on the A38.
 - Construction of a new signalised junction on the A38. Creating a dedicated site access & egress point for the Lighenbrook Land.
 - Creation of further Blue Corridors and ponds.
 - Continue construction of the Bund adjacent the M5.
 - Enable 4.3ha of employment land in the South West of the site.
 - At the End of this phase all works West of the A4135 will be complete.

L5 Progress Overview						
	W1	W2	W3	W4	L5	Total
Number of Houses	150	273	217	280	580	1,500
Primary Road	416	280	548	208	625	2,077

REV	DATE	COMMENTS	AUTHOR / CHECKED

PROJECT TITLE
Wisloe

DETAIL
Site Phasing Plans

DRAWING NUMBER
(PROJECT ORIGINATOR ZONE LEVEL TYPE ROLE NUMBER)
WIS -LHC -00 -00 -DR -UD -01.02

STATUS	STATUS DESCRIPTION
S2	FOR INFORMATION

REVISION	DATE	SCALE
X	June 2023	1:10000 @A3

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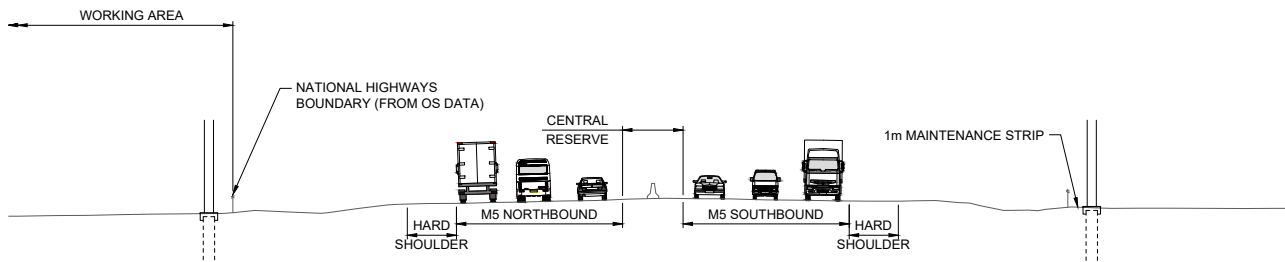
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20006

lhc design

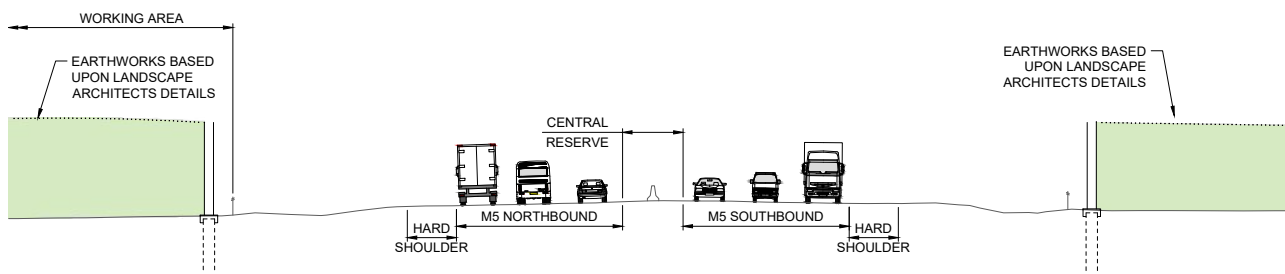
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PLYMOUTH 01752 66966
ST AUUSTELL 01705 213435
lhc.net

Appendix B: Stantec – Enhanced Information

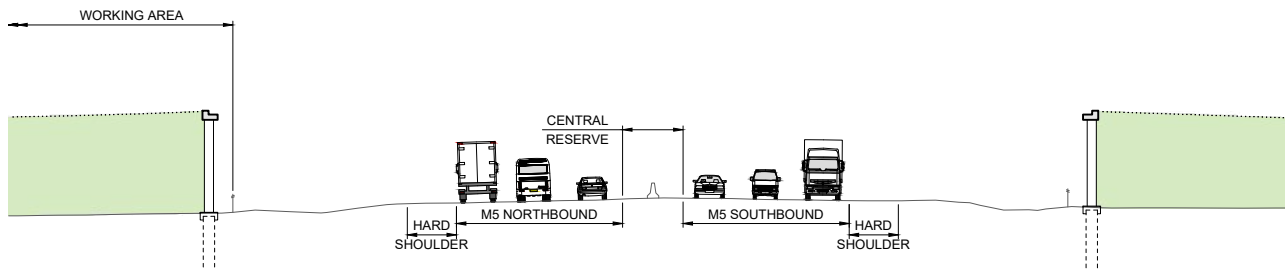
STAGE 1 - PILING AND SUPPORT COLUMNS IF REQUIRED



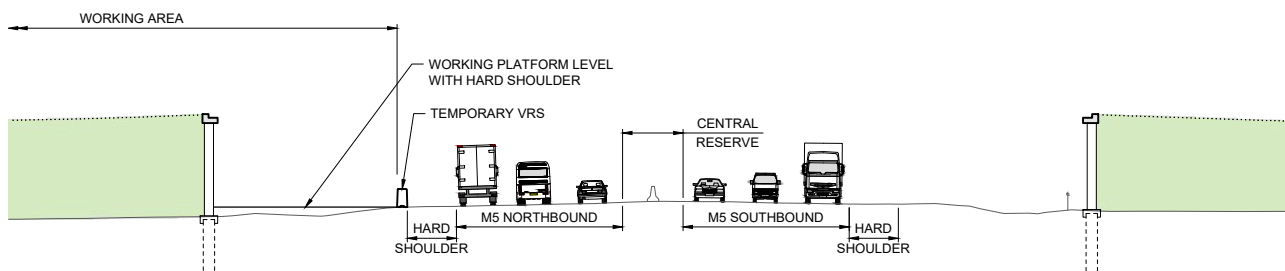
STAGE 2 - HARD FACED REINFORCED SOIL ABUTMENTS



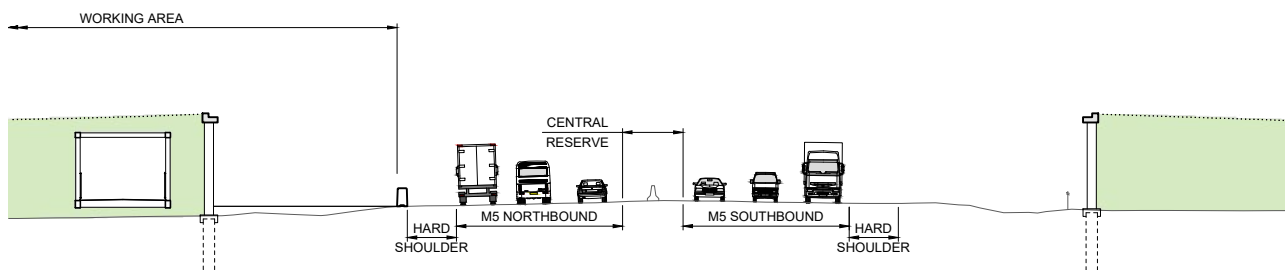
STAGE 3 - CONSTRUCTION OF BANKSEAT



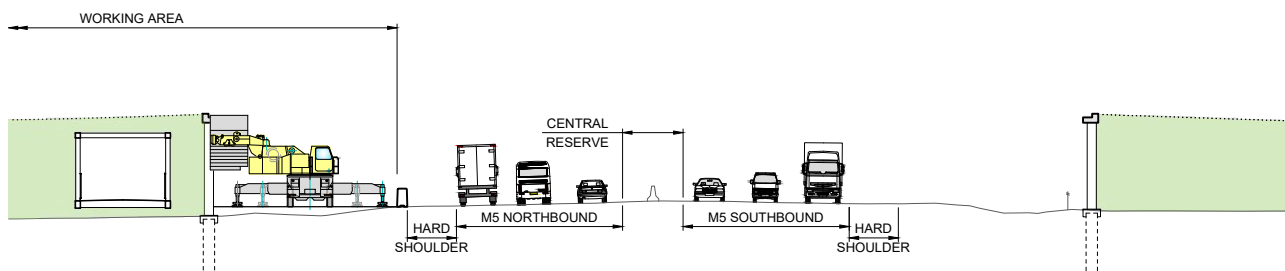
STAGE 4 - EXTEND WORKING AREA INTO NORTHBOUND VERGE



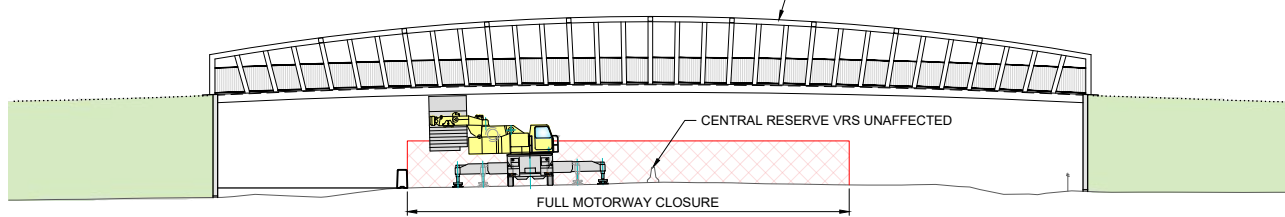
STAGE 5 - DELIVERY OF STEEL WORK TO WORKING AREA, TO BE SPLICED TOGETHER



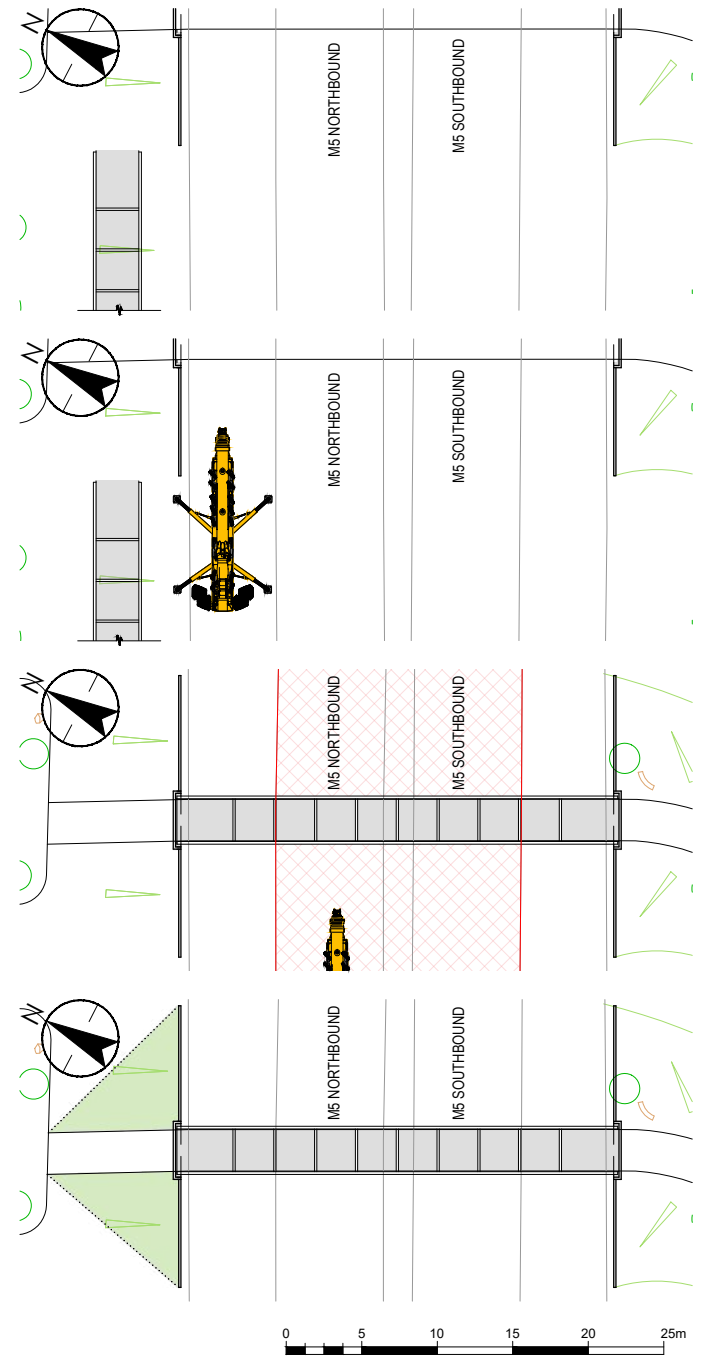
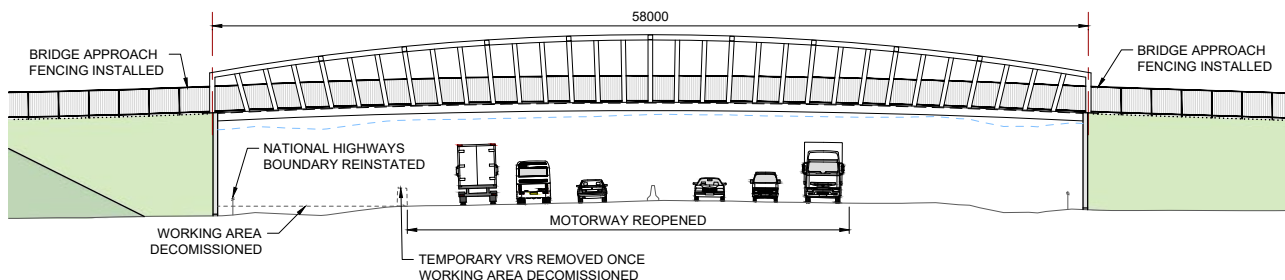
STAGE 6 - DELIVERY AND RIGGING OF CRANE IN WORKING AREA



STAGE 7 - FULL OVERNIGHT MOTORWAY CLOSURE FOR FINAL CRANE POSITIONING AND LIFTING IN MAIN BRIDGE SPAN



STAGE 8 - REOPENING OF MOTORWAY RUNNING LANES AND FINAL FIXTURES INSTALLED



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Notes:

UTILITIES NOTE: The position of any existing public or private sewers, utility services, plant or apparatus shown on this drawing is believed to be correct, but no warranty to this is expressed or implied. Other such plant or apparatus may also be present but not shown. The Contractor is therefore advised to undertake their own investigation where the presence of any existing sewers, services, plant or apparatus may affect their operations.

0100.1	THIS DRAWING IS BASED UPON PRELIMINARY DATA AND IS FOR ILLUSTRATIVE PURPOSES ONLY
0100.2	FOR GENERAL NOTES, REFER TO DRAWING No. 332310150-STN-SBR-NMU-DR-CB-0001

PO1	FIRST ISSUE	AJA	SCW	2024.01.24
Issued/Revision		By	Appd	YYYY.MM.DD

Issue Status

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Client/Project Logo:

Project:
GCC & ERNEST COOK TRUST
WISLOE NEW SETTLEMENT
NMU ROUTE OVER M5

AJA	SCW	SCW	2024.01.24
Dwn	Disgn.	Chkd.	YYYY.MM.DD

Title
BRIDGE FEASIBILITY OPTION 1
CONSTRUCTION SEQUENCE

Project No. 332310150 (50753)	A1 Scale AS INDICATED
Revision P01	Drawing No. 332310150-STN-SBR-NMU-DR-CB-0003

Appendix C: Email: Issued to National Highways 13th February 2024

Dwaine Bushell

From: Dwaine Bushell
Sent: 13 February 2024 12:51
To: adrian.simon@nationalhighways.co.uk
Subject: Wisloe - Cost Update
Attachments: 332310150-STN-SBR-NMU-DR-CB-0001-P02_Option1.pdf; 332310150-STN-SBR-NMU-DR-CB-0003-P01_Option1.pdf; Wisloe M5 Bridge Costing 1Q 2024.pdf

Importance: High

Hi Ade,

Hope you are having / had a great holiday!

As discussed, we've been through the Wisloe Project Cost Plan, and updated the costings for the "Wisloe M5 Bridge". In an attempt to make the scope of work clear, Stantec have updated the drawing pack to include initial thoughts on 'buildability' to overcome and mitigate disruption to the M5. A copy of this is attached.

In reality from a cost perspective, what we've done is pull costs for the bridge from other sections of the Cost Plan so the Bridge line item, is "fully inclusive". In doing so, it's a far easier for you to benchmark against other projects. It is still worth noting that the approach to the bridge, from both sides, sits within the landscape area of our cost plan i.e. our bridge cost will not include a steel ramp on either side. The other thing to note from a costing perspective is that the overall project cost plan remains the same, which is to say it's still viable.

I appreciate that there is no mechanism for you to come back to us and say the "cost is approved", which the inspector initially requested. But I would appreciate, an email back from Highways England stating our costing of the Wisloe pedestrian bridge align with Highways England's expectations.

I trust the above okay? But if you have any questions or would like to discuss, please do not hesitate to contact me.

Kind regards,

Dwaine



Dwaine Bushell

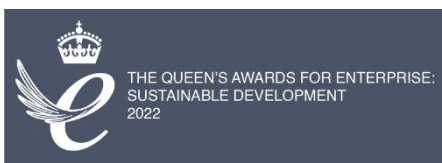
Partner

Ward Williams Associates

T: [01452 301 012](tel:01452301012) M: [07711 596051](tel:07711596051)

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Appendix D: M5 Pedestrian Bridge Cost Summary

Appendix E: Email: Issued from National Highways 21st February 2024

Dwaine Bushell

From: Adrian Simon <adrian.simon@nationalhighways.co.uk>
Sent: 21 February 2024 13:22
To: Dwaine Bushell
Subject: RE: Wisloe - Cost Update

You don't often get email from adrian.simon@nationalhighways.co.uk. [Learn why this is important](#)

Afternoon Dwaine

Whilst we don't have full construction details or cost breakdowns, the figures that you have provided are broadly in line with what National Highways would expect the costs to be on a scheme of this nature.

Regards
Ade

Adrian Simon
Senior Project Manager
Scheme Delivery – South West
National Highways | Brunel House | 930 Hempton Court | Aztec West | Almondsbury | BS32 4SR
Mob: 07595 587132
Web: www.nationalhighways.co.uk

From: Dwaine Bushell <dwainebushell@wwa.uk.com>
Sent: Tuesday, February 13, 2024 12:51 PM
To: Adrian Simon <adrian.simon@nationalhighways.co.uk>
Subject: Wisloe - Cost Update
Importance: High

Hi Ade,

Hope you are having / had a great holiday!

As discussed, we've been through the Wisloe Project Cost Plan, and updated the costings for the "Wisloe M5 Bridge". In an attempt to make the scope of work clear, Stantec have updated the drawing pack to include initial thoughts on 'buildability' to overcome and mitigate disruption to the M5. A copy of this is attached.

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I trust the above okay? But if you have any questions or would like to discuss, please do not hesitate to contact me.

Kind regards,

Dwaine



Dwaine Bushell

Partner

Ward Williams Associates

T: [01452 301 012](tel:01452301012) M: [07711 596051](tel:07711596051)

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