

Stroud District Council  
Infrastructure Delivery Plan  
North East Cam Strategic Allocation  
(SA3) Infrastructure Position  
Statement

Final Issue | April 2016

This report takes into account the particular instructions and requirements of our client.







It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Job number 247531-00

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# Document Verification

<b>Job title</b>		Infrastructure Delivery Plan		<b>Job number</b>	
				247531-00	
<b>Document title</b>		North East Cam Strategic Allocation (SA3) Infrastructure Position Statement		<b>File reference</b>	
<b>Document ref</b>					
<b>Revision</b>	<b>Date</b>	<b>Filename</b>	North East Cam - Stroud Position Statement.docx		
Draft 1	5 Feb 2016	<b>Description</b>	First draft		
			Prepared by	Checked by	Approved by
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		Signature			
Draft 2	23 Mar 2016	<b>Filename</b>	North East Cam – Stroud Position Statement Final Issue.docx		
		<b>Description</b>	Draft 2		
			Prepared by	Checked by	Approved by
		Name	Nick Doyle	Wayne Dyer	Wayne Dyer
		Signature			
Final Issue inc SDC Comments	25 April 2016	<b>Filename</b>	North East Cam-Stroud Position Statement Final Issue2.docx		
		<b>Description</b>	Final Issue incorporating SDC Comments		
			Prepared by	Checked by	Approved by
		Name		Wayne Dyer	Wayne Dyer
		Signature			
		<b>Filename</b>			
		<b>Description</b>			
			Prepared by	Checked by	Approved by
		Name			
		Signature			
<b>Issue Document Verification with Document</b>					
<input checked="" type="checkbox"/>					

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# 1 Summary of Infrastructure Risk

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## 1.1 Purpose of Position Statement

This statement has been produced to set out the current position in terms of infrastructure requirements for the NE Cam Site Allocation (SA3).

The statement draws upon a number of resources including the 2014 Infrastructure Delivery Plan, planning application supporting material and detailed discussions with the site promoters and service providers undertaken during February 2016. Through this process, this document identifies known risks to the delivery of infrastructure and create a strategy to mitigate these risks.

Arup has undertaken an updating exercise of the infrastructure requirements for the Strategic Allocations to reflect the fact that a number of the sites have advanced masterplan and viability assessments since Local Plan Adoption in November 2015. Pre application discussions are now actively being pursued therefore infrastructure requirements to support the proposals are better understood by infrastructure providers and developers. The cost outputs of this exercise will importantly feed into the updating of the 2013 Plan Viability Study to support the preparation of the revised Preliminary Draft CIL charging schedule for Stroud. The Position Statements will also inform the identification of priority infrastructure for the Regulation 123 list that will accompany the CIL Charging Schedule once adopted.

The Position Statement does not seek to present a full cost plan for all on-site and off-site infrastructure deemed either critical, essential or desirable to support the Strategic Allocation. Normal site requirements such as potable water network connections, electricity supply diversions, primary and secondary highways across the site or onsite SUDS solutions are not specified or costed. Typical on-site development costs for infrastructure fundamental to delivery have been used within the appraisals for each Strategic Allocation informing the update of the 2013 Plan Viability Study. Through discussions with service providers we have sought to identify those infrastructure projects that are considered essential to mitigate the impacts arising from the development and make each Strategic Allocation acceptable in planning terms. These would be priority projects for planning obligations. The exercise has also identified desirable infrastructure that may contribute towards functionality or attractiveness of the District as a place to live. These items are unlikely to prevent development in the short to medium term. The process has also sought to identify the responsibility for delivery and funding route. This information is set out in the Infrastructure Project Tracker below. Where information has not been available, reflecting scheme development, infrastructure needs, triggers and costs have been estimated.

The information will be used to inform the CIL examination, setting of the Regulation 123 list for the CIL Charging Schedule and prioritisation process for funds secured through CIL once in place. The summary table overleaf summarises the headline issues with regards to the infrastructure requirements of the allocation.

## 1.2 Infrastructure Contributions Summary

NE Cam SA3		Phased Payment		
Infrastructure Type	Total Financial Contribution	2015-2020	2021-2026	2027-2031
Libraries	88,200	100%	0%	0%
Community Centres	237,279	100%	0%	0%
Early Years Provision	389,309	40%	60%	0%
Primary Education	1,351,312	40%	60%	0%
Secondary Education	0	0%	0%	0%
Further Education	377,843	40%	60%	0%
Primary Healthcare (GPs)	163,500	100%	0%	0%
Primary Healthcare (Dentists)	89,271	100%	0%	0%
Acute Healthcare	148,425	100%	0%	0%
Swimming	170,769	0%	0%	100%
Sports Halls	220,150	0%	50%	50%
Playing Pitches	114,777	100%	0%	0%
Outdoor Sports	390,830	0%	50%	50%
Transport (Highways Offsite)	1,723,155	40%	60%	0%
Public Transport (Bus)	40,000	100%	0%	0%
Walking & Cycling	120,000	100%	0%	0%
Emergency Services (Policing)	105,750	0%	50%	50%
	5,730,570			

Source: Arup 2016



## 2 Context

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### 2.1 Application History

In January 2009 full planning permission was granted for a ‘new junction and access road with associated pedestrian and cycling facilities’ (ref.S.08/2190/FUL). This related to a new site access road and river bridge to open up the site for development.

In August 2009 outline planning permission (S.09/0611/OUT) was granted for the employment development (in line with the Local Plan Allocation). A Section 106 agreement required the provision of a footway and cycleway along the length of the former railway line. A subsequent application to extend the time period (S.12/1325/VAR) was permitted in July 2013 with a one year time period to submit the reserved matters.

### 2.2 Current Status

These permissions have not been implemented. The site remains undeveloped. A further planning application (Ref S.15/2804/OUT) was submitted 04 Dec 2015 for a mixed use development comprising of up to 450 dwellings, 10.7 hectares of employment land for Use Classes B1, B2 and B8 with associated parking and servicing; open space and landscaping including riverside park; flood storage ponds and infrastructure; creation of new vehicular accesses to Draycott (A4135) and Box Road and supporting infrastructure and utilities.

## 3 Strategic Allocation SA3

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### 3.1 The SA3 NE Cam Allocation Policy

The Site Allocation Policy SA3, as set out on page 65 of the adopted Stroud District Local Plan, sets out a site capacity at North East Cam of 450 homes including 135 affordable homes unless viability testing indicates otherwise.

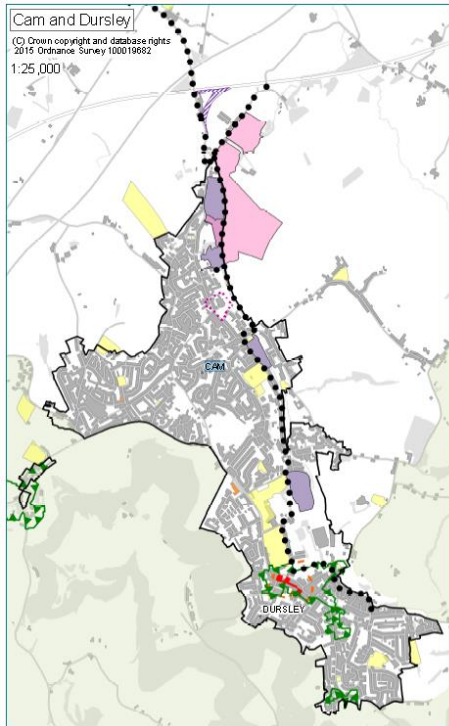
Policy SA3 states the ‘*development proposals will address the following:*

- 1. 11.4 hectares of B1, B2 and B8 employment land*
- 2. Contributions towards education provision and to local community services*
- 3. Landscaped linear park, including footpath along the River Cam and enhanced flood plain storage capacity*
- 4. Accessible natural green space and public outdoor playing space, including changing rooms / community building*

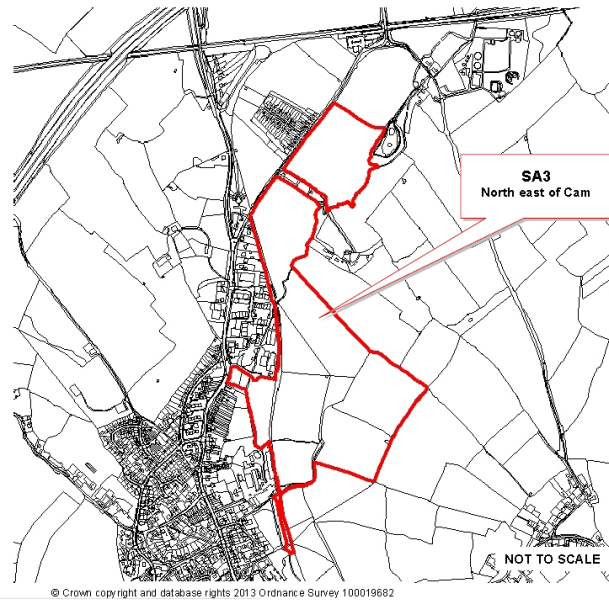
5. *Structural landscaping buffer to the south east of the development, below the 50m contour, incorporating existing hedgerows and trees*
6. *The acceptable management and disposal of surface water, including sustainable drainage systems (SuDS)*
7. *Adequate and timely infrastructure to tackle wastewater generated by the development, in agreement with the relevant water company, and including any other constraints and recommendations referred to in the Stroud Infrastructure Delivery Plan*
8. *Extension to the Cam and Dursley cycle route along the line of the disused railway, through to the southern edge of the site and connecting Box Road with Courthouse Gardens.*
9. *Improvements to Box Road, including the provision of a lit cycleway and footpath between the A4315 and Cam and Dursley railway station*
10. *Primary vehicular access from A4315 south of Draycott Industrial Estate, and additional vehicular access from Box Road*
11. *Traffic calming measures within the development and locality, as approved by the Highways Authority*
12. *Bus stops and shelters at appropriate locations, to serve the new development*
13. *Contributions towards bus services to improve bus frequencies and quality and to connect the development with Cam and Dursley*
14. *Contributions to improvements to passenger facilities at Cam and Dursley railway station'*



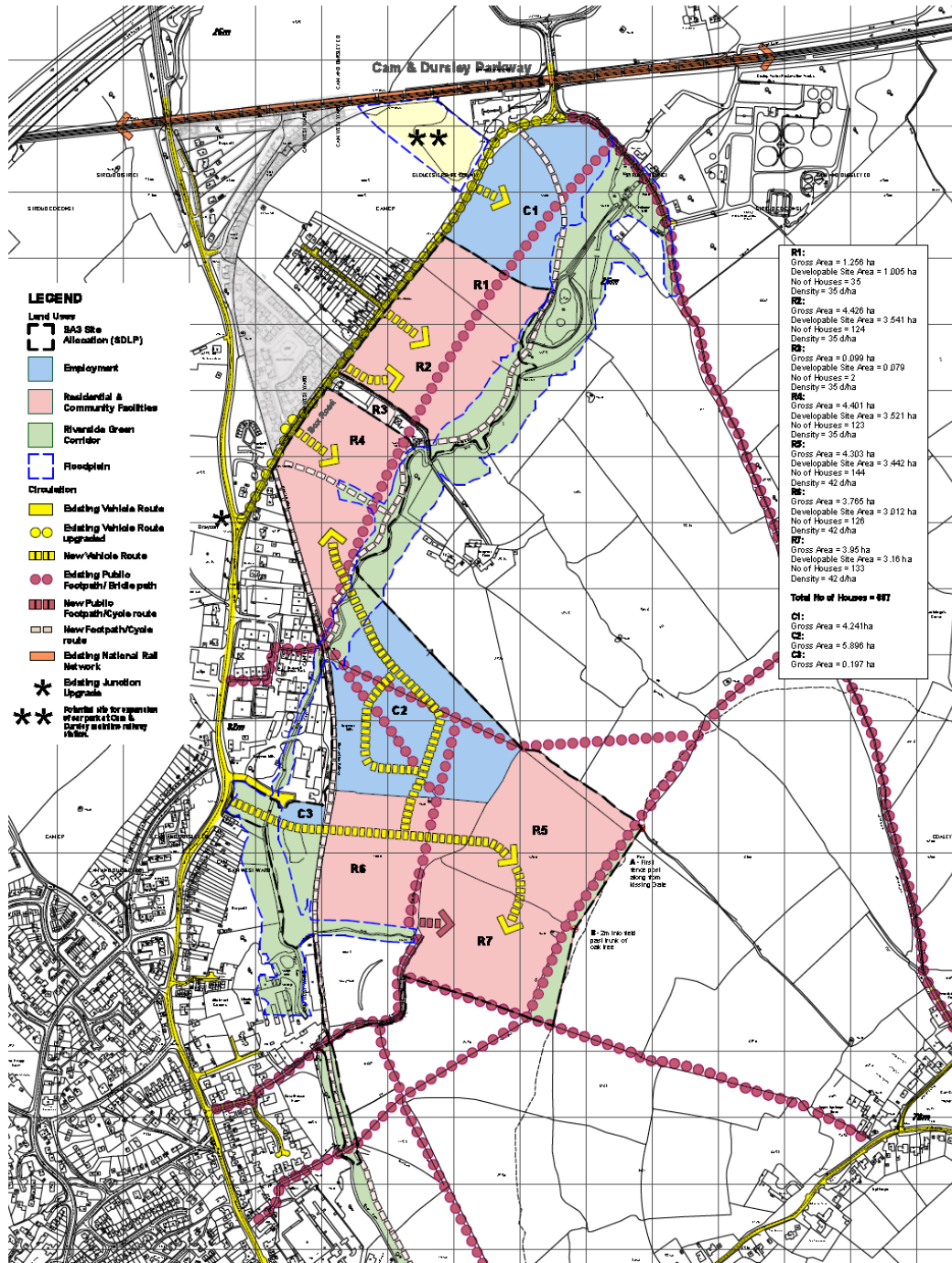
### 3.2 Location & Extent of Allocation



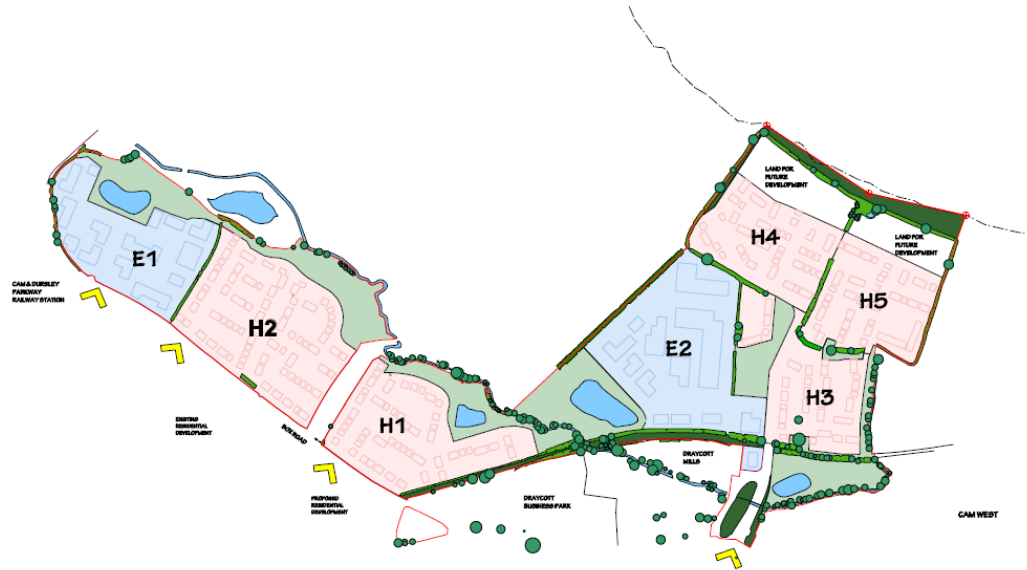
Source: Policies Map, shows the location of the North East Cam Allocation identified in pink.



Source: Stroud, District Local Plan, shows the extent of the North East Cam Allocation.



Source: Indicative Masterplan submitted with application (Ref S.15/2804/OUT)



Source: Indicative Phasing Plan submitted with application (Ref S.15/2804/OUT)

Land Ref	Site Area (gross)	Level of Development Anticipated
H1	4.61 ha	97 dwelling houses
E1	4.17 ha	14,500 m <sup>2</sup> Employment footprint
H2	5.58 ha	137 dwelling houses
H3	3.67 ha	72 dwelling houses
E2	6.55 ha	20,165 m <sup>2</sup> Employment footprint
H4	2.65 ha	80 dwelling houses
H5	2.62 ha	77 dwelling houses

Source: Indicative Phasing Plan submitted with application (Ref S.15/2804/OUT)

### 3.3 Key Data

The information below is based on the December 2015 planning application submission:

<b>North East Cam SA3</b>	
<b>Gross Site Area</b>	35 hectares
<b>Extent of Residential Area</b>	24.3 hectares
<b>Extent of Employment Area</b>	10.7 hectares
<b>Housing Allocation</b>	450 dwellings including 135 affordable dwellings
<b>Estimated Total Population (by 2031)</b>	981
<b>Developer</b>	Bathurst Limited
<b>Lead Technical Support</b>	Philip Staddon
<b>Joint Developer Working Arrangements</b>	N/A
<b>Site Status</b>	A planning application (Ref S.15/2804/OUT) was submitted 04 Dec 2015 for a mixed use development comprising of up to 450 dwellings, 10.7 hectares of employment land for Use Classes B1, B2 and B8 with associated parking and servicing; open space and landscaping including riverside park; flood storage ponds and infrastructure; creation of new vehicular accesses to Draycott (A4135) and Box Road and supporting infrastructure and utilities.

## 4 Infrastructure Requirements

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This section of the statement sets out the current understanding of the priority infrastructure requirements of the strategic allocation, drawing from a number of resources and the outcomes of detailed discussions with the site promoters and service provider's undertaken in February 2016.

Alongside these discussions, the following reference documents and pre planning application supporting discussions form the basis of this position statement:

- Stroud Infrastructure Delivery Plan (IDP) (Arup 2014)
- Stroud District Local Plan (November 2015)
- Atkins Stroud Junction Assessment Technical Note (April 2015)
- Planning applications submission material.

Utilising this information the Statement seeks to identify where positions are agreed and where differences of opinion and inconsistencies may exist between site promoters and the expectations of service providers such as for example Gloucestershire County Council, Stroud District Council or the Clinical Commissioning Group.

### 4.1 Identification of Priority Infrastructure

In order to identify the infrastructure components that are of most importance in the delivery of the strategic allocation, the various infrastructure sectors and specific projects within them are defined as either critical, essential or desirable infrastructure. This reflects the categories applied in the IDP and seeks in particular to identify infrastructure of most relevance to delivery and the mitigation of impacts arising from the development. Infrastructure required for the early phases of the development is identified as being of particular importance to maintaining the five year land supply.

The infrastructure requirements are categorised as:

- **Critical infrastructure** fundamental to delivery and without which the strategic allocation could not be delivered. Infrastructure showstoppers they are most common in relation to transport and utilities and are usually linked to triggers controlling the commencement of development activity. It also includes essential services that are required in advance of development, i.e. connection to the potable water and wastewater network.
- **Essential infrastructure:** infrastructure that is essential and considered necessary in order to mitigate impact arising from the operation of the development. These are projects which are usually identified as required mitigation in EIA/SEA/TIA testing. These projects are necessary to make the proposed development acceptable in planning terms and are directly related to the proposed development. These items are most common in relation to trip and population generated by the development (including

school places, health requirements and public transport (service) projects), and are usually linked to triggers controlling the occupation of development sites. This will largely be secondary infrastructure that is profiled subsequent to Critical Infrastructure.

- **Desirable Infrastructure:** Infrastructure that would secure the achievement of higher sustainability standards and higher quality and may contribute towards longer-term aspirations for the area. Items are those that add to the quality - either in terms of functionality or attractiveness as a place to live. These items are desirable but unlikely to prevent development in the short to medium term

Each infrastructure sector, sub sector and individual projects has been evaluated against these categories. With the use of a simple traffic light system, the position statements identify any gaps or disconnects between the current position of the site promoter and service providers (e.g. education) that are deemed critical to delivery. A traffic light system is used as a simple way to highlight any disconnects between the current position of the site promoter and service providers and focus the reader's attention to key delivery issues as follows:

- **red** - indicates a significant disconnect or difference of opinion between what service providers expect and what site promoters are currently proposing.
- **amber** - indicates a lack of information from service providers or site promoters, and/or ongoing discussions between parties to reach agreement. Where this is deemed a potential risk to delivery, this is highlighted within this position statement.
- **green** - indicates a fully funded package of deliverable solutions is agreed between service providers and promoters for at least the first 5 years of completions if the infrastructure is deemed critical or a jointly developed strategy is emerging if the infrastructure is essential or desirable

## 4.2 Housing Trajectory

The table below shows the phases of development as set out in the Stroud District Local Plan (November 2015) (Page 176).

	Gross Site Capacity	2015-2020	2021-2026	2027-2030
	450 dwellings	180 dwellings	270 dwellings	n/a

## 4.3 Transport

Transport	Risk to SA Delivery
<b>Critical Infrastructure: Immediate Site Access Arrangements</b>	
<p>The proposed access utilises the existing principal access point into the site. Highways England consider the access arrangement acceptable as the impact of movements on the Wallbridge &amp; Cheapside arm of the mini-roundabout would be no worse than the use that could be undertaken without applying for planning permission. No obligations anticipated.</p> <div style="background-color: #f0f0f0; padding: 10px;"> <p><b>Specified Projects</b></p> <ul style="list-style-type: none"> <li>• Proposed site access onto Draycott (A4135)</li> <li>• Proposed roundabout access to employment land parcel E1 on the eastern side of Box Road.</li> <li>• Proposed access to residential land parcel H1: B4060 Woodfield Road/Tiltdown/A4135 Cam Pitch mini-roundabout</li> <li>• Proposed access to residential land parcel H2: Tiltdown/Dursley Road/Kingshill Road</li> <li>• The primary vehicular access to the southern parcels of land, these being E2, (employment uses) and H3, H4 and H5 is proposed to be a traffic-signal controlled junction from the A4135, south of Draycott Industrial Estate (land parcels are show in the indicative phasing plan above). The preliminary design of the traffic-signal controlled junction was previously granted planning permission in 2009. This involved a river bridge to open the site to development.</li> </ul> </div> <p>The above access strategy has been proposed in the outline planning application (Ref S.15/2804/OUT). The access strategy, agreed with the Highway Authority, is to serve the northern phases directly from (the improved and upgraded) Box Road and the southern phases from a new signalised junction / river bridge crossing from Draycott. A detailed scheme for this junction / bridge has previously been approved. It is the applicant's intention to resubmit this scheme. The cost of the signalised junction and bridge is estimated at £2M by the developer. In the longer term, if the development were to expand further, it would be possible to link the northern and southern phases by a distributor road.</p> <p>The TA has assessed the impact of the development's traffic on the assumption that the entire scheme is built, occupied and generating traffic by 2025.</p>	
<b>Critical Infrastructure - Strategic Highway Network Improvements</b>	
<p>Atkins technical note provides an assessment of the impact of the proposed development sites on the Local Highway Network, as identified within the Stroud District Local Plan. The assessment is based on a total of 450 dwellings at NE Cam.</p> <p>The junctions identified within the Stroud Local Plan Capacity Assessment having demand exceeding capacity as a result of the Local Plan development and requiring mitigation are outlined below:</p> <ul style="list-style-type: none"> <li>• Junction 1: A38/A430 and A430/Goodridge Avenue</li> <li>• Junction B: A419 / A46 Dudbridge Road Roundabout</li> <li>• Junction D: A419 London Road / Dr Newton's Way</li> <li>• Junction F: A38 / B4066 Berkeley Road (East)</li> <li>• Junction G: A38 / B4066 (West)</li> <li>• Junction H1: A4135 / B4060 Woodfield Road Roundabout Junction H2: A4135 / B4066 Dursley Road Roundabout</li> <li>• Junction M: M5 Junction 14 / B4509</li> </ul>	

<ul style="list-style-type: none"> <li>• Junction N: Caincross Roundabout</li> <li>• Junction R: A46 Bath Road / Dudbridge Hill</li> </ul> <p>Overall the assessed impacts of the 450 North East Cam dwellings on these junctions represents 35% of the total for impact on the junctions. The total mitigation contribution has been assessed as £1,723,155. No contributions are currently being offered by the developer for strategic transport infrastructure, GCC hold a view that contributions are needed to address the impacts identified above. The Transport Assessment for the December 2015 application is considered inadequate and in the view of GCC does not draw the right conclusions. GCC are in the process responding on the adequacy of the proposals in the TA. GCC have advised that the £1.7m should be assumed as the obligation for NE Cam until further assessment considers otherwise.</p>	
<b>Essential Infrastructure: Public Transport</b>	
<p><b>Bus</b></p> <p>The IDP identifies contributions for improvements to bus frequencies and shelters and potential for bus subsidies in relation to NE Cam. The site has good access to existing bus services running along Draycott and Box Road. Four bus stops exist within walking distance of the site. Upgrades to these stops in terms of shelters and real time information provision is considered appropriate by GCC. A further two new stops on Box Road have also been identified by GCC. A contribution of £40k for these items has been suggested by GCC. The developer has not agreed to these requirements. The applicant is unconvinced of the merit of artificially subsidising commercial bus operators.</p> <p><b>Rail</b></p> <p>The development will enhance the linkages and connections to the railway station. Importantly it will facilitate walking and cycling connections to the station as opposed to its current largely ‘parkway’ operation. The developer does not consider they can be reasonably expected to improve passenger facilities at the station and are resisting making any contributions to the enhancement of the station, such as improved car parking area surfacing.</p>	
<b>Essential Infrastructure: Walking &amp; Cycling</b>	
<p>The IDP considered the development could support the completion of the Cam and Dursley Greenway cycle and pedestrian route linking the two settlements to the railway station. The north-south cycle route along the old railway line is a key feature of the masterplan. The proposals make provision for offsite tie in of walking and cycle route to the south of site from Box Road to Draycott Mills. There is third party land to the south of the site that is not in the applicant’s control, however, it will be possible to provide a route through the development to link with the adjacent bridle path that connects to Courthouse Gardens. This bridleway section is 200 metres in lengths. GCC estimate the upgrading of this link o cost approximately £120,000. This requirement is not currently agreed with the developer.</p>	

## 4.4 Flood, Water & Waste Water

<b>Flood, Water &amp; Waste Water</b>	<b>Risk to SA Delivery</b>
<b>Essential Infrastructure: Strategic Flood Defence (Offsite)</b>	
<p>Local Plan Policy SA3 seeks the provision of enhanced flood plain storage capacity on the NE Cam site through the provision of an enhanced linear park along the River Cam. Contributions are also to be considered with regards to the Cam Surface Water Flooding Management Plan currently under preparation by the GCC Flood Risk Team in addition to onsite storage provision. A programme of projects for the Cam Parish are emerging to protect existing properties from surface water flooding. These include :</p> <ul style="list-style-type: none"> <li>• Improvements to surface water drainage on Kingshill Lane and a deeper and better defined ditch including new headwall at Alexandra Close to the north west of the new Littlecombe housing scheme.</li> </ul>	



<ul style="list-style-type: none"> <li>• Safeguarding of Everlands electricity substation from surface water flooding</li> <li>• Improvements to culvert headwall and trash screen at Spouthouse Lane</li> </ul> <p>The estimated cost of the package of works is approximately £200k. Funding will be a mixture of EA, DEFRA, SDC, GCC and developer contributions. For the purposes of the viability assessment it is assumed that the developer contribution from SA3 sites should be approximately 25% of the programme cost (£50k).</p>	
<b>Critical Infrastructure: Flood Defence (Onsite)</b>	
<p>A small part (approx 8%) of the NE Cam site comprises floodplain (Zones 2, 3a and 3b) along the banks of the River Cam watercourse. The Flood Risk Sequential Test Update document summarises the flood risk data contained within the SFRA 2 and concludes that the sustainability benefits of growth in this location outweigh the limited flood risk. Policy SA3 and supporting text seek to reduce the risk of flooding by improving flood flow pathways and by identifying open space for flood storage. The IDP identifies that for the development allocation itself, it is expected that surface water attenuation facilities will be required to serve discrete areas of development. A full SUDS drainage system is proposed for the site. The costs of the SUD's system have been treated as typical site development costs in the Plan Viability Assessment. No other contributions are expected.</p>	
<b>Critical Infrastructure: Potable Water Supply</b>	
No constraints considered in terms of water supply to the site.	
<b>Critical Infrastructure: Waste Water</b>	
<p>The IDP identified additional capacity was required for the Coaley STW Catchment in order to accommodate future development. Planned work planned is programmed as part of the AMP6 programme following which no capacity issues anticipated. The technical specification for utility infrastructure will be agreed with the respective provides and can be covered by appropriate planning conditions. The costs of the SUD's system have been treated as typical site development costs in the Plan Viability Assessment. No other contributions are expected.</p>	

## 4.5 Education

Education	Risk to SA Delivery
<b>Essential Infrastructure: Early Years &amp; Childcare</b>	
<p>The IDP identifies the early years demand from the development would be of the order of 50 places with an associated cost of £621,866. GCC have confirmed that it is unlikely that a full contribution would be required due to the existing capacity and the build out rate anticipated in the planning application. A measured build out of 50 units per annum is currently assumed although this rate of delivery could change as the landowner (Bathhrst) doesn't currently have a development partner on board. A review clause is anticipated within the S106 Agreement to cover this uncertainty.</p> <p>The developer has stated they would make reasonable contributions to expanding local education capacity arising from its development but has made no specific comments with regards to early years provision. The developer has engaged with Gloucestershire County Council to seek a position on the matters. The applicant aims to ensure that contributions are earmarked for specific capital projects in the Cam locality and that these are timetabled in line with development phasing. GCC discussions with the developer identified a figure of £389,309 as an off-site contribution obligation either by way of a nursery extension to Slimbridge Primary School or for extension to hours at existing community halls in the Cam locality.</p>	
<b>Essential Infrastructure: Primary Education</b>	

<p><b>Specified Projects</b></p> <ul style="list-style-type: none"> <li>• Extension to existing Slimbridge Primary School.</li> </ul>	
<p>The IDP identifies the primary education demand from the development to be for 109 places with an associated cost of £1.3M. GCC have subsequently estimated the contribution to be £1.9M. The developer has stated they would make reasonable contributions to expanding local education capacity arising from its development but have made no comments on the figures identified herein.</p> <p>The developer has engaged with Gloucestershire County Council to seek a position on the matters. The applicant aims to ensure that contributions are earmarked for specific capital projects in the Cam locality and that these are timetabled in line with development phasing. Extension to Slimbridge Primary School alongside nursery provision is the expected solution. The lower IDP estimate of £1.3M has been used in the Plan Viability Update.</p>	
<p><b>Essential Infrastructure: Secondary Education</b></p>	
<p>No contribution to secondary schooling is expected due to the slow build out rate of the site and capacity in the existing secondary provision. Further assessment is required but Rednock school, in which catchment the scheme lies, should have sufficient forecast capacity. No financial contribution towards secondary provision has been allowed for in the Plan Viability Update.</p>	
<p><b>Essential Infrastructure: Further Education</b></p>	
<p>For Further Education a figure of £377,843 was identified within the IDP however no requirement has been identified through discussion sessions with infrastructure providers and the developer. No financial contribution towards further education has been allowed for in the Plan Viability Update.</p>	

## 4.6 Healthcare

<p><b>Essential Infrastructure: Primary Healthcare</b></p>	
<p><b>Specified Projects</b></p> <ul style="list-style-type: none"> <li>• Provision of additional consultation rooms at May Lane Surgery.</li> </ul>	
<p>St Luke’s Surgery in Cam has closed with its 4,000 patient role being redistributed across the remaining primary healthcare facilities in the town. This has taken up any capacity that would have existed in existing provision. Discussions with the Clinical Commissioning Group (CCG) identified that offsite financial contributions would be sought to upgrade one of the existing surgeries in Cam. The IDP identifies contributions of £163,500 for GP’s and £89,271 for dental healthcare. The May Lane Practice in Cam would be able to expand to accommodate demand from NE Cam. This would entail investment in the expansion of premises at the existing site, together with associated facilities such as parking. The practice has been in contact with the CCG to explore potential funding mechanisms. At the time of the writing the CCG has not had direct engagement with the developer. The developer would be open to considering provision of a site for a surgery relocation. A contribution of £252,771 has been used for primary healthcare in the 2016 Plan Viability Update.</p>	
<p><b>Essential Infrastructure: Secondary Healthcare</b></p>	
<p>The IDP indicates that Strategic Allocations should be considered for potential contributions towards secondary healthcare facilities through off-site contributions toward the provision of additional bed-spaces. NE Cam is theoretically assessed to generate the need for the equivalent of 1.75 hospital beds (acute, maternity and mental) at a maximum contribution of 148k or £330</p>	

per unit. No agreement to a contribution has been identified through discussion sessions with the site promoter and service providers.

## 4.7 Community & Culture

Community & Culture	Risk to SA Delivery
<b>Desirable Infrastructure: Libraries</b>	
Using the standards in the IDP a contribution of £106,268 for libraries is projected, however GCC have produced a more up to date estimate of £88,200. No offsite project or location for the contribution has been identified. The applicants draft S106 Heads of Terms makes provision for a reasonable and evidenced contribution to create any additional capacity in local libraries to directly support the needs arising from the development. Further negotiations will be undertaken between the developer and GCC.	
<b>Desirable Infrastructure: Community Space</b>	
Based on the IDP the contributions for community space would be £237,279. No offsite project or location has been identified. No agreement to a contribution has been identified through discussion sessions with the site promoter and service providers. A contribution of £237,279 has been used for community space in the 2016 Plan Viability Update.	

## 4.8 Sports & Outdoor Recreation (Pitches & Play Space), Informal & Natural Open Space

Open Space, Sport and Recreation	Risk to SA Delivery
<b>Essential Infrastructure: Open Space.</b>	
Adequate provision is made for open space as part of the planning application. A landscaped linear park along the River Cam is a feature of the NE Cam masterplan. It would provide a recreational resource that will link the development to the existing settlement and to the railway station. The park will include enhanced flood storage facilities and, where practical, balancing ponds will be designed to be 'wet' features, to enhance ecology and biodiversity and contribute to the attractiveness of the linear park. The scheme includes very substantial green space and defined play areas. Discussions with the developer and other parties considered there was adequate provision made as part of the planning application and therefore no financial contribution is being sought. No contribution has been included within the 2016 Plan Viability Update.	
<b>Desirable Infrastructure: Sport &amp; Recreation Facilities</b>	
The planning application does not make any provision for changing rooms as there are no planned sports pitches. The developer states that there is no known local demand. The applicant considers this could only be achieved by reducing the scale of the linear park and the importance of the biodiversity and flood management function of the park are argued to take precedence. Overall, green space provision on site is considered by the applicant to be very substantially in excess of the 6 acre standard. SDC considers that a site of this scale should contribute to the provision of sports pitches in accordance with the Local Plan requirements. For swimming no new build is proposed as part of emerging plans. The developer has not identified provision of facilities as swimming as a part of their proposal.  A potential obligation for indoor sports halls was identified through discussions with the developer and other interested parties, a figure of £220,130 was set as a starting point for	

negotiations however the developer considers the evidence base for the contribution is anecdotal only and no offsite contribution to sports halls has been agreed.

The developer does not consider there should be a contribution as the need has not been identified through its ongoing discussions with Cam Parish Council,

Allowances for swimming (£170,769), indoor sports halls (£220,130), playing pitches (£114,777) and outdoor sports (£390,830) have been made for NE Cam in the 2016 Plan Viability Update based on IDP standards.

## 4.9 Energy

Essential Infrastructure: Energy	Risk to SA Delivery
<b>Electricity Generation</b>	
North East Cam – Development here is likely to necessitate two new 11kV circuits from Dursley primary substation. With employment development upstream reinforcement may be required and could take 12-18 months. No allowance is made as in the 2016 Plan Viability Update as expected as part of typical site development costs.	
<b>Electricity Transmission &amp; Distribution</b>	
The anticipated demand requirement for this site is 1.5MVA. The primary substation (Dursley PSS) adjacent to the proposed site currently has ample capacity to accommodate the proposed development.	

## 4.10 Emergency Services

Emergency Services	Risk to SA Delivery
<b>Desirable Infrastructure: Police Service</b>	
Gloucestershire Constabulary has indicated that it will require a financial contribution to cover costs associated with additional pressure on existing police services.	
The indicated contribution has developed using constabulary formulas and agreed baseline growth figures from the IDP against incident levels data. A rate of £235 per dwelling has been suggested by the constabulary for each of the Strategic Allocations in Stroud. For NE Cam this would generate a contribution of £105,750. The developer has confirmed that no allowance is currently being made and that it would be resisted on viability grounds.	
<b>Desirable Infrastructure: Fire Service</b>	
The Fire Service identified limited requirements during consultation for the wider Stroud District IDP. No requirements anticipated.	
<b>Desirable Infrastructure: Ambulance Service</b>	
The Ambulance Service identified limited requirements during consultation for the wider Stroud District IDP. No requirements anticipated.	