

Stroud District Council
Infrastructure Delivery Plan
Stroud Valleys SA1 Strategic
Allocations Position Statement

Final Issue | April 2016

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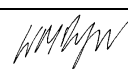
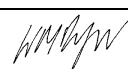
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1 Summary of Infrastructure Risk

1.1 Purpose of Position Statement

This statement has been produced to set out the current position in terms of infrastructure requirements for the Stroud Valleys Site Allocation.

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.

Each of the Stroud Valley's allocations is considered individually in respect of its infrastructure requirements including Cheapside (30 dwellings), Ham Mill (100 dwellings), Brimscombe Mill (40 dwellings), Brimscombe Port (150 dwellings), Wimberley Mills (100 dwellings) and Dockyard Works (30 dwellings). The summary table overleaf summarises the headline infrastructure contributions taken into consideration for the 2016 Plan Viability Update.

1.2 Infrastructure Contributions Summary

Stroud Valleys SA1		Phased Payment		
Infrastructure Type	Total Financial Contribution	2015-2020	2021-2026	2027-2031
Libraries	177,107	0%	100%	0%
Community Centres	211,000	0%	100%	0%
Early Years Provision	622,265	37%	58%	5%
Primary Education	1,351,570	37%	58%	5%
Secondary Education	1,200,000	37%	58%	5%
Further Education	377,843	37%	58%	5%
Primary Healthcare (GPs)	163,500	37%	58%	5%
Primary Healthcare (Dentists)	89,271	37%	58%	5%
Acute Healthcare	148,425	0%	50%	50%
Swimming	170,769	0%	0%	100%
Sports Halls	186,347	0%	50%	50%
Playing Pitches	114,777	0%	50%	50%
Outdoor Sports	390,830	0%	50%	50%
Transport (Highways Offsite)	246,682	37%	58%	5%
Public Transport (Bus)	100,000	37%	58%	5%
Surface Water Management	1,000,000	37%	58%	5%
Play Space	121,399			
Informal Open Space	9,172			
Natural Open Space	235,440			
Rodborough Common Initiative	90,000	37%	58%	5%
Emergency Services (Policing)	105,750	0%	50%	50%
	7,112,147			

Source: Arup 2016

1.3 Infrastructure Project Tracker

Stroud Valleys														
Highways Projects							Project Delivery Phasing						Notes	
Project Name	Onsite or OffSite	Cost Type	Funding Responsibility	Prioritisation	Project Status	Delivery Responsibility	Risk To SA Delivery	2015-2020		2021-2025		2026-2031		
London Road (A419) Access Junction	Off Site	S278/ Infrastructure in Conditions	Developer	Critical Infrastructure	Ongoing Discussions	GCC								Brimscombe Port requires a new access arrangement to open the site at London Road. Further improvements to the Bridge / Canal river junction may also be required following a more detailed assessment. No cost information within the Brimscombe Port Viability Assessment (2015).
Knapp Lane Access Junctions	Off Site	S278/ Infrastructure in Conditions	Developer	Critical Infrastructure	Ongoing Discussions	GCC								Two new junctions would provide access to the Wimberley Mills site from Knapp Lane.
Strategic Highway Improvement Package	Off Site	S278/ Infrastructure in Conditions	Developers	Critical Infrastructure	Ongoing Discussions	GCC								Junctions identified within the Stroud Local Plan Capacity Assessment having demand exceeding capacity as a result of planned development. The proportional cost of the package for all Stroud Valleys sites is estimated at £246,862.
Public Transport														
Bus Services & Infrastructure	Off Site	S278/ Infrastructure in Conditions	Developers	Essential Infrastructure	Details to be specified by GCC	GCC								Improved bus frequencies and quality to connect sites to Stroud and adjoining settlements. Discussions with GCC identified an estimated capital cost figure of £100,000 for the Stroud Valleys sites in combination.
Open Space & Recreation														
Maintenance of Rodborough Common Special Area of Conservation.	Off Site	S106 Payment	Developers	Essential Infrastructure	Mitigation strategy agreed. Contributions being collected.	SDC								Contributions towards the avoidance of likely significant adverse effects arising from increased recreational activity on the Common from growth in population within 3km Catchment Zone of the Common which includes all Stroud Valley's allocations. Stage payments related to trigger points
Education														
Brimscombe Primary School (EY)	Off Site	S106 Payment	Developers	Essential Infrastructure	Ongoing Discussions	GCC								For the Stroud Valleys as a whole offsite contributions would be sought with a capital figure of £622,265 taken as the starting point for negotiations. The allocation of 450 dwellings is not sufficient for a new stand alone nursery. Stage payments related to trigger points.
Brimscombe Primary School (Primary).	Off Site	S106 Payment	Developers	Essential Infrastructure	Ongoing Discussions	GCC								For the Stroud Valleys as a whole offsite contributions would be sought with a capital figure of £1.8M taken as the starting point for negotiations. The allocation of 450 dwellings is not sufficient for a new stand alone 1FE Primary School. Stage payments related to trigger points.
Healthcare														
Beeches Green Surgery Upgrade	Off Site	S106 Payment	Developers	Essential Infrastructure	Ongoing Discussions	CCG								Provision of additional consultation rooms at Beeches Green Surgery. Financial contributions would be sought to upgrade the existing surgery by the Gloucestershire Clinical Commissioning Group.

2 Strategic Allocation (SA1)

2.1 Location & Extent of the SA1 Allocation

There are seven Stroud Valleys Site Allocations, each listed below with the proposed location as set out in the Stroud District Local Plan (November 2015) Site Allocation SA1, pages 49 to 51.

The sites are all previously developed land and are either partly or mainly vacant (Cheapside, Land at Dudbridge, Ham Mill, Brimscombe Mill) or underused (Brimscombe Port, Wimberley Mills).

The sites lie within the Industrial Heritage Conservation Area and the Cheapside, Ham Mill and Brimscombe Port allocations contain important listed buildings. All of the sites lie adjacent to the Stroud Canal and offer opportunities for its enhancement.

Restoration of the Stroud canal is a key objective for the District Council with progress already made towards restoration between Stroud and Stonehouse. Restoration has a key role to play in the flood alleviation strategy for the River Frome valley corridor and the proposed changes to the Canal agreed with the Environment Agency emphasise the importance of the project for bringing forward development at the Stroud Valley sites, particularly at Brimscombe Mill and Port.

2.2 The SA1 Stroud Valley's Policy

Policy SA1 within the adopted Stroud Local Plan states that '*land within the Stroud Valleys at the following specific locations (as identified on the policies map) is allocated for mixed use development, subject to viability and site specific circumstances, including at least 450 dwellings:*

SA1a - Land at Dudbridge Canal related tourism development, retail and employment uses

SA1b - Cheapside 30 dwellings, town centre and canal uses

SA1c - Ham Mill 100 dwellings and employment uses

SA1d - Brimscombe Mill 40 dwellings and employment uses

SA1e - Brimscombe Port 150 dwellings, canal related tourism development and employment uses

SA1f - Wimberley Mills 100 dwellings and employment B1-B8 uses

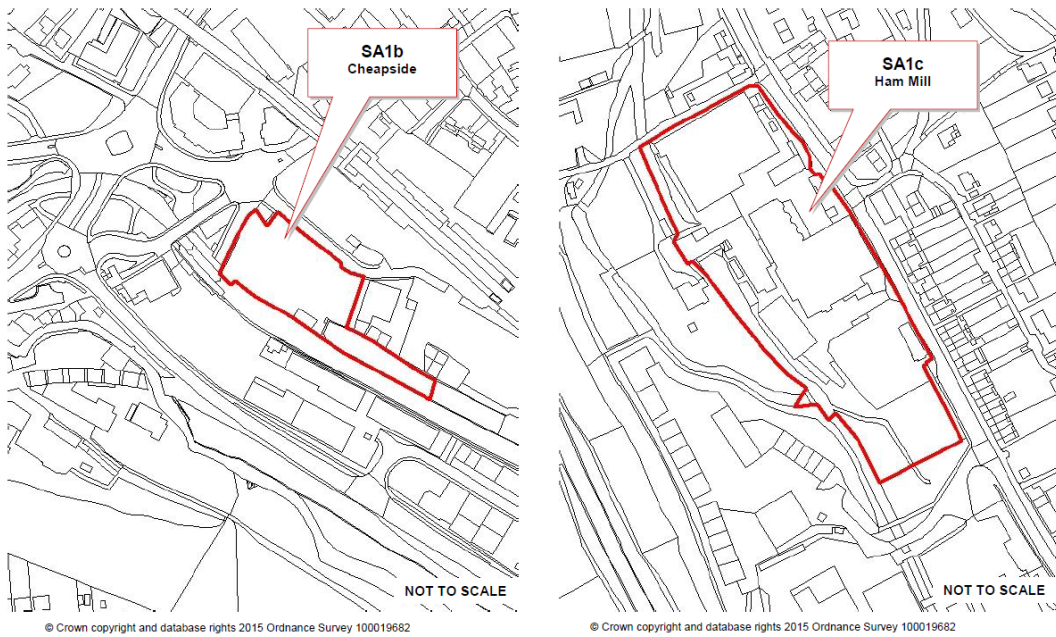
SA1g - Dockyard Works 30 dwellings and employment B1-B8 uses

Development briefs, to be approved by the District Council, will detail the way in which the land uses and infrastructure will be developed in an integrated and co-ordinated manner.

These will address the following:

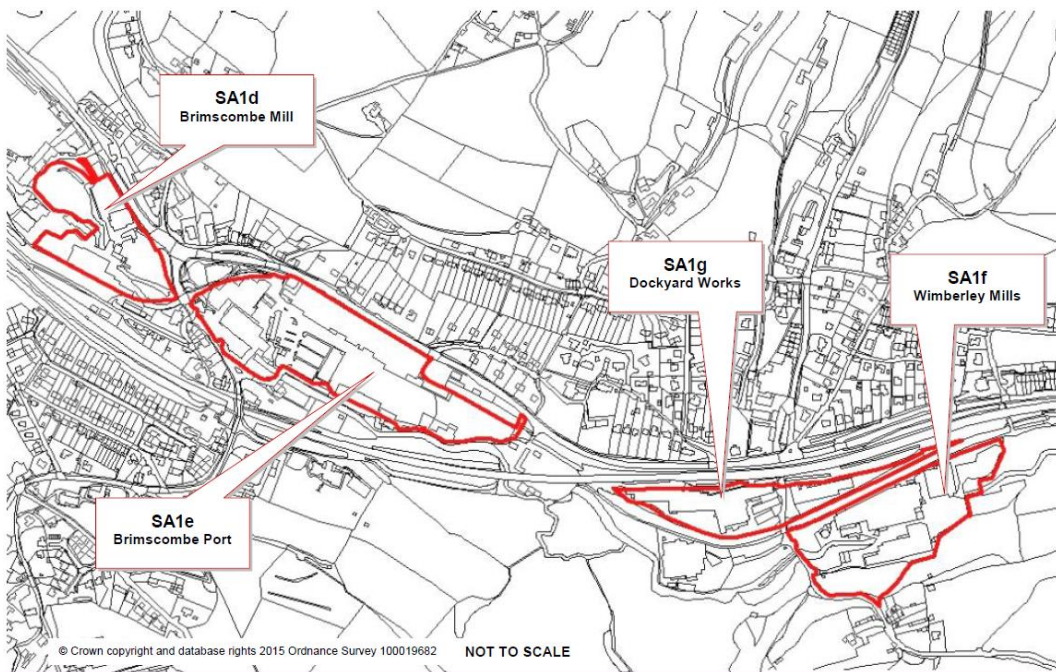
- 1. The provision of 30% affordable dwellings, unless viability testing indicates otherwise*
- 2. Contributions to education and community uses to meet the needs of the development*
- 3. Accessible natural greenspace, public outdoor playing space and/or appropriately landscaped canal public realm space*
- 4. Landscaping incorporating existing hedgerows and trees*
- 5. The acceptable management and disposal of surface water, including sustainable drainage systems (SuDS)*
- 6. Adequate and timely infrastructure to tackle wastewater generated by the development, in accordance with the infrastructure Delivery Plan and with the agreement of the relevant water companies*
- 7. Be supported by an acceptable Flood Risk Assessment, which also addresses the Flood Risk Sequential Test document recommendations that accompanied this Local Plan*
- 8. Improvements to, and restoration of, the river corridor for biodiversity and flood risk enhancements*
- 9. Cycle and pedestrian routes along the canal and river corridors, linking up with the existing network*
- 10. Improvements to or restoration of the related canal and towpaths*
- 11. Contributions towards bus services to improve bus frequencies and quality, and to connect the development with Stroud and adjoining settlements as part of a wider managed, safe and accessible transport network.'*

Cheapside & Ham Mill



Source: Stroud, District Local Plan: shows the extent of the Cheapside & Ham Mill Allocations

Brimscombe Mill, Brimscombe Port, Dockyard Works and Wimberley Mills



Source: Stroud, District Local Plan: shows the extent of Brimscombe Mill, Port, Dockyard Works & Wimberley Mills Allocations.

3 Infrastructure Requirements

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)
- Matter 3A: Making Places – Stroud Valleys Stroud District Council Examination of Stroud District Local Plan Stage 2 Hearing Statement
- Atkins Stroud Junction Assessment Technical Note (April 2015)
- Planning Applications as identified in the key data tables for each of the strategic allocation's sub areas

Utilising this information the statements clearly 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.

3.1 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

3.2 Housing Trajectory

The table below outlines the housing trajectory for all Stroud Valley sites in combination as set out in the Stroud District Local Plan (November 2015) (Page 176).

	Gross Site Capacity	2015-2020 (dwellings)	2021-2026 (dwellings)	2027-2031
	450	170 dwellings	260 dwellings	20 dwellings

The latest housing trajectory prepared by SDC in Appendix 2 of the Housing Statement (REX/B01) estimates that the Stroud Valley sites where housing is proposed will deliver completions during the following years:

- Wimberley Mills 2015-18
- Cheapside 2016-18
- Ham Mill 2018-21
- Brimscombe Mill - 2022-24
- Brimscombe Port 2022-25
- Dockyard Works 2024-25

4 Cheapside

4.1 Key Data

SA1b Cheapside	
Gross Site Area	0.36 hectares
Extent of Residential Area	0.36 hectares
Extent of Employment Area	N/A
Housing Allocation	30 dwellings
Estimated Total Population (2031)	65
Developer	Newland Homes
Lead Technical Support	N/A
Joint Developer Working Arrangements	N/A
Site Status	<p>Planning application (Ref S.15/1589/FUL) submitted July 2015 for 37 dwellings, retail units and parking. 4No 3bed houses and 33No. 1 and 2 bedroom apartments. The ground floor of the Warehouse will be an office, there is a ground floor retail unit in the canal frontage apartment building.</p> <p>The previous permission (S.05/1513/FUL) proposed 10 floors of development generating 103 dwellings, offices, retail units and a crèche, the whole served by 35 parking spaces. This permission was commenced by the former owners but abandoned due to drainage issues.</p>

4.2 Proposed Scale & Mix of Development

The plan below indicates the proposed site layout for Cheapside



Source: Newland Homes (2015) submitted with application (S.14/0677/FUL)

4.3 Transport

Transport	Risk to SA Delivery
Critical Infrastructure – Immediate Site Access Arrangements	
<p>The proposed access utilises the existing principal access point into the site. GCC consider the access arrangement acceptable as the impact of movements on the Wallbridge/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>	
Critical Infrastructure - Strategic Highway Network Improvements	
<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 400 dwellings (which is less than the SA1 policy assumption of 450 dwellings).</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"> • Junction I: A38/A430 and A430/Goodridge Avenue • Junction B: A419 / A46 Dudbridge Road Roundabout • Junction D: A419 London Road / Dr Newton’s Way • Junction F: A38 / B4066 Berkeley Road (East) • Junction G: A38 / B4066 (West) • Junction H1: A4135 / B4060 Woodfield Road Roundabout Junction H2: A4135 / B4066 Dursley Road Roundabout • Junction M: M5 Junction 14 / B4509 • Junction N: Caincross Roundabout • Junction R: A46 Bath Road / Dudbridge Hill <p>Overall the assessed impacts of the 400 dwellings on these junctions represents 4% of the total for impact on the junctions. The proportional cost of the total mitigation package GCC Highways would be seeking is £246,682 for all of the Stroud Valleys allocations in combination. Cheapside would contribute approximately £18,500.</p>	
Essential Infrastructure: Public Transport	
<p>In its application Newland Homes have claimed that there is good provision for public transport with a daily bus service providing regular and convenient stops into the town, and therefore they have considered there is no need for financial contributions.</p> <p>Local Plan Policy SA1 seeks contributions towards bus services to improve frequencies and quality to connect the sites to Stroud and adjoining settlements. Recent discussions with GCC Highways identified an estimated capital cost figure of £100,000 for the Stroud Valleys as a whole to be used as the starting point for planning application negotiations. Apportioning this figure for the Cheapside development of 30 dwelling would suggest a financial contribution of between £6-7k or £223 per unit.</p>	
Essential Infrastructure: Walking & Cycling	
<p>GCC identified that the proposals show no link up to the north side of Cheapside however identify that this could be provided through planning conditions. The planning application makes provision for on-site cycle storage facilities.</p> <p>Local Plan Policy SA1 seeks cycle and pedestrian routes along the canal and river corridor linking into the existing network. No offsite contribution are proposed provided that walking</p>	

and cycle links within each Stroud Valleys site are provided as part of normal site infrastructure cost assumptions.

4.4 Flood, Water & Waste Water

Flood, Water & Waste Water	Risk to SA Delivery
Essential Infrastructure: Strategic Flood Defence (Offsite)	
<p>The IDP identifies approximately 60 properties in Stroud flooded in 2007 from a combination of surface and main river flooding. The Environment Agency is progressing a scheme to offer property-level protection to residents adjacent to Slad Brook (estimated capital cost of £500,000 to £1,000,000. There are a number of other ‘clusters’ of flooding in Stroud (e.g. Devereaux Crescent) which needs to be investigated to identify flood alleviation schemes.</p> <p>Cheapside was identified as substantially located in Flood Zone 1 and is on the edge of Flood Zone 2. The reduced flood capacity of the site (30 dwellings) should reduce the flood risk and allow for SUDS.</p> <p>Local Plan Policy SA1 seeks contributions to the restoration of the river corridor for biodiversity and flood risk enhancement. Contributions are to be sought to the Stroud Valleys Initiative which are in addition to the abnormal costs associated with the restoration of the canal and basin. A Programme of projects for the Stroud Valleys Initiative are emerging including:</p> <ul style="list-style-type: none"> • Diversion of flows from the upper catchment towards the Painswick Stream using earth bunds to divert the flows away from the Slad Brook catchment. • Diversion of flows from Folly Lane to Painswick Stream. • Install a sealed pipe drainage system from Folly Lane to the Slad Brook culvert. • Improvements to Slad Brook watercourse. • Install high capacity gullies on Bath Road and new kerbs at upper section of Wallbridge. <p>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 SA1 sites should be approximately £1M of the programme cost. SDC have allocated £4M which it is assumed will be match funded with EA, Defra and GCC funds. Apportioning this figure for the Cheapside development of 30 dwelling would suggest a financial contribution of between £67k or £2222 per unit.</p>	
Critical Infrastructure: Flood Defence (Onsite)	
<p>The lead local authority have no objections to the application based on the surface management proposals however a number of conditions have been recommended to ensure satisfactory drainage of the site.</p>	
Critical Infrastructure: Potable Water Supply	
<p>No constraints considered in terms of water supply to the site.</p>	
Critical Infrastructure: Waste Water	
<p>The proposed Stroud Valleys sites are located within Stanley Downton sewage treatment works catchment. The IDP indicates there is reasonable spare capacity at this treatment works.</p>	

4.5 Education

Education	Risk to SA Delivery
Essential Infrastructure: Early Years & Childcare	
<p>Discussions with GCC and other parties identified off site contributions to Brimscombe Primary School for provision of early years places. GCC are currently assessing expansion feasibility and suitability. For the Stroud Valleys as a whole off site contributions would be sought with a capital figure of £622,265 taken as the starting point for negotiations.</p> <p>The IDP apports this figure for Cheapside’s proposed 30 dwellings and identifies the early years demand for development to be for 3 places with an associated cost of £41,484.</p>	
Essential Infrastructure: Primary Education	
<div style="background-color: #e0e0e0; padding: 10px; margin-bottom: 10px;"> <p>Projects</p> <ul style="list-style-type: none"> • Contributions to Brimscombe Primary School. </div> <p>Discussions with GCC and other parties identified off site contributions to Brimscombe Primary School. GCC’s strategy is provision through expansion of existing schools as 450 dwellings is insufficient to generate the need for a new standalone 1 Form Entry Primary. All of the existing schools have on site space for extensions and require no additional land take.</p> <p>For the Stroud Valleys as a whole off site contributions would be sought with a capital figure of £1,800,000 taken as the starting point for negotiations. Apportioning this figure for the Cheapside development of 30 dwelling gives an associated cost of £120,000 as the starting point for negotiations.</p>	
Essential Infrastructure: Secondary Education	
<p>Capacity at Stonehouse Secondary will be absorbed by the West of Stonehouse Strategic Allocation so the strategy for Stroud Valleys would most likely be increases in on site provision in another secondary school to be specified. 4-500 additional dwellings will generate need for another ½ form entry so the strategy is likely to be expansion in one place rather than multiple sites.</p> <p>For the Stroud Valleys as a whole off site financial contributions would be sought to existing secondary provision in Stroud Valleys. GCC identified that contributions would be sought with a capital figure of £1,200,000 taken as the starting point for negotiations. Apportioning this figure for the Cheapside development of 30 dwelling gives an associated figure of £80,000.</p>	

4.6 Healthcare

Healthcare	Risk to SA Delivery
Essential Infrastructure: Primary Healthcare	

<p>Projects</p> <ul style="list-style-type: none"> Provision of additional consultation rooms at Beeches Green <p>Discussions with the CCG identified that offsite financial contributions would be sought to upgrade the existing surgery in Stroud. The IDP identifies a demand for primary healthcare services resulting from the Cheapside development with an estimated contribution of £10,900 for GPs and £5,951 for dentists.</p>	
Essential Infrastructure: Secondary Healthcare	
<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. The Stroud Valleys allocations in combination 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. The Cheapside developments apportioned contribution would be approximately £10k or £330 per unit.</p>	

4.7 Community & Culture

Community & Culture	Risk to SA Delivery
Desirable Infrastructure: Libraries	
<p>Based on the IDP the contributions for Libraries would be £95,000 for the Stroud Valleys in combination with Cheapside’s apportioned contribution being £6,333 or £211 per unit.</p>	
Desirable Infrastructure: Community Space	
<p>Based on the IDP the contributions towards community space would be £211,000 for the Stroud Valleys in combination with Cheapside’s apportioned contribution being £14,066 or £468 per unit.</p>	

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

Open Space, Sport and Recreation	Risk to SA Delivery
Essential Infrastructure: Open Space.	
<p>Specified Projects</p> <ul style="list-style-type: none"> Maintenance of Rodborough Common Special Area of Conservation. <p>The IDP identifies contributions to the provision of informal open space (£611), natural open space (£15,696) and play space (£8,093) for the Cheapside scheme. Financial contributions would be sought for refurbishment and upgrades of existing off site provision with these figures used as a starting point for negotiations.</p>	

In addition Policy ES6 of the Local Plan recognises that additional housing within the 3km Catchment Zone of Rodborough Common SAC will cause an increase in recreational activity on the Common. In discussion with Natural England it has been agreed that this will impact the SAC by discouraging graziers from putting out their cattle on the Common resulting in under-grazing affecting the condition of the grassland. Increased recreational activity is also having a direct impact on grassland quality through vehicle erosion, dog walking and compaction by visitors. A mitigation strategy has been developed with Natural England with a requirement that all new dwellings within the zone make a financial contribution towards impact avoidance. The contribution per new net dwelling is £200 collected through S106 or CIL resulting in a £6,000 contribution from the 30 dwellings proposed at Cheapside.

Desirable Infrastructure: Sport & Recreation Facilities

The IDP identifies demand would be generated for playing pitches with an estimated contribution of £7,652 in addition to contributions of £10,934 towards the upgrade of existing swimming facilities and £12,423 for indoor sports halls. SDC identified that financial contributions would be sought for refurbishment and upgrades of existing off site provision with these figures used as a starting point for negotiations. A refurbishment and upgrade strategy requires more specific development to be considered and funded through CIL and itemised within the Regulation 123 list.

4.9 Emergency Services

Emergency Services	Risk to SA Delivery
Desirable Infrastructure: Police Service	
<p>Gloucestershire Constabulary has indicated that it will require a financial contribution to cover costs associated with additional pressure on existing police services.</p> <p>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 Cheapside this would generate a contribution of £7,050. No request made of developer under current negotiations.</p>	
Desirable Infrastructure: Fire Service	
<p>The Fire Service identified limited requirements during consultation for the wider Stroud District IDP. No requirements anticipated.</p>	
Desirable Infrastructure: Ambulance Service	
<p>The Ambulance Service identified limited requirements during consultation for the wider Stroud District IDP. No requirements anticipated.</p>	

5 Ham Mills

5.1 Key Data

Ham Mills	
Gross Site Area	2 hectares
Extent of Residential Area	0.94 hectares (9,453 sqm)
Extent of Employment Area	969 sqm
Housing Allocation	100 dwellings
Estimated Total Population (by 2031)	218
Developer	Stroud Corporation NV
Lead Technical Support	Assael Architecture
Joint Developer Working Arrangements	N/A
Site Status	Planning application (Ref S.15/1751/FUL) submitted July 2015 for 100 homes, 686 sqm B1 and 283 sqm flexible floorspace (A1/A2/A3/A4/B1/B2/D1/D2)

5.2 Proposed Scale and Mix of Development

The plan below indicates the proposed site layout for the Land at Ham Mill



Source: Assael Architecture (2015) Submitted with Application (Ref S.15/1751/FUL).

5.3 Transport

Transport	Risk to SA Delivery
Critical Infrastructure – Immediate Site Access Arrangements	
Existing vehicular access is via northern and southern London Road (A419) entry points. The northern entry point is restricted in width due to the listed gates and gateposts	
Critical Infrastructure - Strategic Highway Network Improvements	
<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 400 dwellings (which is less than the SA1 policy assumption of 450 dwellings).</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"> • Junction I: A38/A430 and A430/Goodridge Avenue • Junction B: A419 / A46 Dudbridge Road Roundabout • Junction D: A419 London Road / Dr Newton’s Way • Junction F: A38 / B4066 Berkeley Road (East) • Junction G: A38 / B4066 (West) • Junction H1: A4135 / B4060 Woodfield Road Roundabout Junction H2: A4135 / B4066 Dursley Road Roundabout • Junction M: M5 Junction 14 / B4509 • Junction N: Caincross Roundabout • Junction R: A46 Bath Road / Dudbridge Hill <p>Overall the assessed impacts of the 400 dwellings on these junctions represents 4% of the total for impact on the junctions. The proportional cost of the total mitigation package GCC Highways would be seeking is £246,682 for all of the Stroud Valleys allocations in combination. Ham Mill would contribute approximately £61,670.</p>	
Essential Infrastructure: Public Transport	
<p>In its application the developer has identified that local buses run along London Road with bus stops situated directly outside the site providing services on an hourly/twice hourly basis which connect the site to the surrounding towns, therefore the developer considers that there is no need for financial contributions.</p> <p>Stroud Railway station, served by First Great Western, is located approximately two miles away, north-west of the site which provides links to London Paddington and Cheltenham.</p> <p>Local Plan Policy SA1 seeks contributions towards bus services to improve frequencies and quality to connect the sites to Stroud and adjoining settlements. Discussions with GCC identified an estimated capital cost figure of £100,000 for the Stroud Valleys as a whole to be used as the starting point for planning application negotiations. Apportioning this figure for the Ham Mill development of 100 dwelling gives an associated figure of £22,222.</p>	
Essential Infrastructure: Walking & Cycling	
<p>The planning application provides a minimum of 106 cycle parking spaces on site and the proposal includes introduction of a public footpath on the western (site) side of London Road to improve pedestrian connections.</p> <p>Local Plan Policy SA1 seeks cycle and pedestrian routes along the canal and river corridor linking into the existing network. No offsite contribution are proposed and walking and cycle</p>	

links will be provided within each Stroud Valleys site as part of normal site infrastructure cost assumptions.

5.4 Flood, Water & Waste Water

Flood, Water & Waste Water	Risk to SA Delivery
Essential Infrastructure: Strategic Flood Defence (Offsite)	
<p>The IDP identifies approximately 60 properties in Stroud flooded in 2007 from a combination of surface and main river flooding. The Environment Agency is progressing a scheme to offer property-level protection to residents adjacent to Slad Brook (estimated capital cost of £500,000 to £1,000,000. There are a number of other ‘clusters’ of flooding in Stroud (e.g. Devereaux Crescent) which needs to be investigated to identify flood alleviation schemes.</p> <p>Local Plan Policy SA1 seeks contributions to the restoration of the river corridor for biodiversity and flood risk enhancement. Contributions are to be sought to the Stroud Valleys Initiative which are in addition to the abnormal costs associated with the restoration of the canal and basin. A Programme of projects for the Stroud Valleys Initiative are emerging including:</p> <ul style="list-style-type: none"> Diversion of flows from the upper catchment towards the Painswick Stream using earth bunds to divert the flows away from the Slad Brook catchment. Diversion of flows from Folly Lane to Painswick Stream. Install a sealed pipe drainage system from Folly Lane to the Slad Brook culvert. Improvements to Slad Brook watercourse. Install high capacity gullies on Bath Road and new kerbs at upper section of Wallbridge. <p>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 SA1 sites should be approximately £1M of the programme cost. SDC have allocated £4M which it is assumed will be match funded with EA, Defra and GCC funds. Apportioning this figure for the Ham Mill development of 100 dwellings would suggest a financial contribution of approximately £222k or £2222 per unit.</p>	
Critical Infrastructure: Flood Defence (Onsite)	
<div style="background-color: #d3d3d3; padding: 10px; margin-bottom: 10px;"> <p>Specified Projects</p> <ul style="list-style-type: none"> Scheme to offer property-level protection to residents in risk areas. Proposals expected to include the allocation and safeguarding of open space for flood storage. </div> <p>The IDP identifies that around 58% of the Ham Mill site is within Flood Zone 1 and that proposals for the site are expected to involve SUDS proposals and the allocation and safeguarding of open space for flood storage.</p> <p>The developer’s proposals include two new SuDs features to take storm water from the site including a swale and watercourse and cellular storage cells. A drainage strategy for the site was submitted with full details of the proposed solutions. The onsite solution is considered a site development costs.</p>	
Critical Infrastructure: Potable Water Supply	
No constraints considered in terms of water supply to the site.	
Critical Infrastructure: Waste Water	

The proposed Stroud Valleys sites are located within Stanley Downton sewage treatment works catchment. The IDP indicates there is reasonable spare capacity at this treatment works.

5.5 Education

Education	Risk to SA Delivery
Essential Infrastructure: Early Years & Childcare	
<p>Discussions with GCC and other parties identified off site contributions to Brimscombe Primary School for provision of early years places. GCC are currently assessing expansion feasibility and suitability. For the Stroud Valleys as a whole off site contributions would be sought with a capital figure of £622,265 taken as the starting point for negotiations.</p> <p>The IDP apports this figure for Ham Mill’s proposed 100 dwellings and identifies the early years demand from the development to be for 11 places with an associated cost of £138,281</p>	
Essential Infrastructure: Primary Education	
<div style="background-color: #e0e0e0; padding: 10px; margin-bottom: 10px;"> <p>Projects</p> <ul style="list-style-type: none"> Contributions to Brimscombe Primary School. </div> <p>Discussions with GCC and other parties identified off site contributions to Brimscombe Primary School. GCC’s strategy is provision through expansion of existing schools as 450 dwellings is insufficient to generate the need for a new standalone 1 Form Entry Primary. All of the existing schools have on site space for extensions and require no additional land take.</p> <p>For the Stroud Valleys as a whole off site contributions would be sought with a capital figure of £1,800,000 taken as the starting point for negotiations. Apportioning this figure for the Ham Mill’s development of 100 dwelling gives an associated cost of £400,000. This is the starting point for negotiations.</p>	
Essential Infrastructure: Secondary Education	
<p>Capacity at Stonehouse Secondary will be absorbed by the West of Stonehouse Strategic Allocation so the strategy for Stroud Valleys would most likely be increases in on site provision in another secondary school to be specified. 4-500 additional dwellings will generate need for another ½ form entry so the strategy is likely to be expansion in one place rather than multiple sites.</p> <p>For the Stroud Valleys as a whole off site financial contributions would be sought to existing secondary provision in Stroud Valleys. GCC identified that contributions would be sought with a capital figure of £1,200,000 taken as the starting point for negotiations. Apportioning this figure for the Ham Mill development of 100 dwelling gives an associated cost of £266,000</p> <p>A specific project has not been identified however financial contributions would be made to existing secondary provision in Stroud Valleys.</p>	

5.6 Healthcare

Healthcare	Risk to SA Delivery
Essential Infrastructure: Primary Healthcare	
<p>Projects</p> <ul style="list-style-type: none"> Provision of additional consultation rooms at Beeches Green <p>Discussions with the CCG identified that offsite financial contributions would be sought to upgrade the existing surgery in Stroud. The IDP identifies a demand for primary healthcare services resulting from the Ham Mill development with an estimated contribution of £36,333 for GPs and £19,838 for dentists.</p>	
Essential Infrastructure: Secondary Healthcare	
<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. The Stroud Valleys allocations in combination 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. The Ham Mill apportioned contribution would be approximately £33k or £330 per unit.</p>	

5.7 Community & Culture

Community & Culture	Risk to SA Delivery
Desirable Infrastructure: Libraries	
<p>Based on the IDP the contributions for Libraries would be £95,000 for the Stroud Valleys in combination with Ham Mills apportioned contribution being £21k or £211 per unit.</p>	
Desirable Infrastructure: Community Space	
<p>Based on the IDP the contributions towards community space would be £211,000 for the Stroud Valleys in combination with Ham Mills apportioned contribution being £46k or £468 per unit.</p>	

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

Open Space, Sport and Recreation	Risk to SA Delivery
Essential Infrastructure: Open Space.	

<p>Specified Projects</p> <ul style="list-style-type: none"> Maintenance of Rodborough Common Special Area of Conservation. 	
<p>The IDP identifies contributions to the provision of informal open space (£2,038), natural open space (£52,320) and play space (£26,978) for the Ham Mill scheme. Financial contributions would be sought for refurbishment and upgrades of existing off site provision with these figures used as a starting point for negotiations.</p> <p>In addition Policy ES6 of the Local Plan recognises that additional housing within the 3km Catchment Zone of Rodborough Common SAC will cause an increase in recreational activity on the Common. In discussion with Natural England it has been agreed that this will impact the SAC by discouraging graziers from putting out their cattle on the Common resulting in under-grazing affecting the condition of the grassland. Increased recreational activity is also having a direct impact on grassland quality through vehicle erosion, dog walking and compaction by visitors. A mitigation strategy has been developed with Natural England with a requirement that all new dwellings within the zone make a financial contribution towards impact avoidance. The contribution per new net dwelling is £200 collected through S106 or CIL resulting in a £20k contribution from the 100 dwellings proposed at Ham Mill.</p>	
<p>Desirable Infrastructure: Sport & Recreation Facilities</p>	
<p>The IDP identifies demand would be generated for playing pitches with an estimated contribution of £25,506 in addition to contributions of £36,448 towards the upgrade of existing swimming facilities and £41,410 for indoor sports halls. SDC identified that financial contributions would be sought for refurbishment and upgrades of existing off site provision with these figures used as a starting point for negotiations. A refurbishment and upgrade strategy requires more specific development to be considered and funded through CIL and itemised within the Regulation 123 list.</p>	

5.9 Emergency Services

Emergency Services	Risk to SA Delivery
<p>Desirable Infrastructure: Police Service</p> <p>Gloucestershire Constabulary has indicated that it will require a financial contribution to cover costs associated with additional pressure on existing police services.</p> <p>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 Ham Mill this would generate a contribution of £23,500. No request made of developer under current negotiations.</p>	
<p>Desirable Infrastructure: Fire Service</p> <p>The Fire Service identified limited requirements during consultation for the wider Stroud District IDP. No requirements anticipated.</p>	
<p>Desirable Infrastructure: Ambulance Service</p> <p>The Ambulance Service identified limited requirements during consultation for the wider Stroud District IDP. No requirements anticipated.</p>	

6 Brimscombe Mill

6.1 Key Data

Brimscombe Mill	
Gross Site Area	1.71 hectares
Extent of Residential Area	N/A
Extent of Employment Area	N/A
Housing Allocation	40 dwellings
Estimated Total Population (by 2031)	87
Developer	Private Landowner
Lead Technical Support	Andrew Watton – Property Consultants
Joint Developer Working Arrangements	N/A
Site Status	<p>Brownfield land</p> <p>The site should not be developed until the adjoining Cotswold Canal has been reinstated from Brimscombe Port to Ocean Bridge, or until a specific Flood Risk Assessment demonstrates that the site can be safely developed, with more vulnerable development being located in Flood Zone 1 and without increasing flood risk either on or off site.</p> <p>The owners are currently working with SDC & GCC to identify an engineering solution for the canal and river flood alleviation scheme relating to Brimscombe Port which is likely to involve a cross-site solution.</p>

6.1.1 Proposed Scale and Mix of Development

There is currently no proposal information available on the scale or mix of development other than that identified in the Stroud Local Plan Strategic Allocation SA1.

6.2 Transport

Transport	Risk to SA Delivery
Critical Infrastructure – Immediate Site Access Arrangements	
There is currently no proposal information available on the scale or mix of development other than that identified in the Stroud Local Plan Strategic Allocation SA1.	
Critical Infrastructure - Strategic Highway Network Improvements	

<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 400 dwellings (which is less than the SA1 policy assumption of 450 dwellings).</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"> • Junction 1: A38/A430 and A430/Goodridge Avenue • Junction B: A419 / A46 Dudbridge Road Roundabout • Junction D: A419 London Road / Dr Newton’s Way • Junction F: A38 / B4066 Berkeley Road (East) • Junction G: A38 / B4066 (West) • Junction H1: A4135 / B4060 Woodfield Road Roundabout Junction H2: A4135 / B4066 Dursley Road Roundabout • Junction M: M5 Junction 14 / B4509 • Junction N: Caincross Roundabout • Junction R: A46 Bath Road / Dudbridge Hill <p>Overall the assessed impacts of the 400 dwellings on these junctions represents 4% of the total for impact on the junctions. The proportional cost of the total mitigation package GCC Highways would be seeking is £246,682 for all of the Stroud Valleys allocations in combination. Brimscombe Mill would contribute approximately £22k.</p>	
<p>Essential Infrastructure: Public Transport</p>	
<p>At this stage there are no projects identified. It is anticipated that bus stops could be enhanced on existing routes as there are stops within easy walking distances on the London Road and at Brimscombe Hill.</p> <p>Local Plan Policy SA1 seeks contributions towards bus services to improve frequencies and quality to connect the sites to Stroud and adjoining settlements. Discussions with GCC identified an estimated capital cost figure of £100,000 for the Stroud Valleys as a whole to be used as the starting point for planning application negotiations. Apportioning this figure for the Brimscombe Mill development of 40 dwelling gives an associated figure of £9k.</p>	
<p>Essential Infrastructure: Walking & Cycling</p>	
<p>Local Plan Policy SA1 seeks cycle and pedestrian routes along the canal and river corridor linking into the existing network. No offsite contribution proposed and walking and cycle links will be provided within each Stroud Valleys site as part of normal site infrastructure cost assumptions.</p>	

6.3 Flood, Water & Waste Water

<p>Flood, Water & Waste Water</p>		<p>Risk to SA Delivery</p>
<p>Essential Infrastructure: Strategic Flood Defence (Offsite)</p>		
<p>The IDP identifies approximately 60 properties in Stroud flooded in 2007 from a combination of surface and main river flooding. The Environment Agency is progressing a scheme to offer property-level protection to residents adjacent to Slad Brook (estimated capital cost of £500,000 to £1,000,000. There are a number of other ‘clusters’ of flooding in Stroud (e.g. Devereaux Crescent) which needs to be investigated to identify flood alleviation schemes.</p> <p>Local Plan Policy SA1 seeks contributions to the restoration of the river corridor for biodiversity and flood risk enhancement. Contributions are to be sought to the Stroud Valleys</p>		

<p>Initiative which are in addition to the abnormal costs associated with the restoration of the canal and basin. A Programme of projects for the Stroud Valleys Initiative are emerging including:</p> <ul style="list-style-type: none"> • Diversion of flows from the upper catchment towards the Painswick Stream using earth bunds to divert the flows away from the Slad Brook catchment. • Diversion of flows from Folly Lane to Painswick Stream. • Install a sealed pipe drainage system from Folly Lane to the Slad Brook culvert. • Improvements to Slad Brook watercourse. • Install high capacity gullies on Bath Road and new kerbs at upper section of Wallbridge. <p>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 SA1 sites should be approximately £1M of the programme cost. SDC have allocated £4M which it is assumed will be match funded with EA, Defra and GCC funds. Apportioning this figure for the Brimscombe Mill development of 40 dwellings would suggest a financial contribution of approximately £89k or £2222 per unit.</p>	
<p>Critical Infrastructure: Flood Defence (Onsite)</p>	
<div style="background-color: #e0e0e0; padding: 10px; border: 1px solid #ccc;"> <p>Projects</p> <ul style="list-style-type: none"> • Scheme to offer property-level protection to residents in risk areas. • Proposals expected to include the allocation and safeguarding of open space for flood storage. • Brimscombe Mill – dredging mill pond and sluice gate redesign. </div> <p>Brimscombe Mill, Brimscombe Port and Wimberley Mills all have specific flood projects identified by the IDP as the majority of the site is located in Flood Zones 2 and 3. Site based solutions are currently being developed. The abnormal cost of these schemes is likely to have a significant bearing on each schemes ability to afford other obligations identified.</p>	
<p>Critical Infrastructure: Potable Water Supply</p>	
<p>No constraints considered in terms of water supply to the site.</p>	
<p>Critical Infrastructure: Waste Water</p>	
<p>The proposed Stroud Valleys sites are located within Stanley Downton sewage treatment works catchment. The IDP indicates there is reasonable spare capacity at this treatment works.</p>	

6.4 Education

Education	Risk to SA Delivery
<p>Essential Infrastructure: Early Years & Childcare</p>	
<p>Discussions with GCC and other parties identified off site contributions to Brimscombe Primary School for provision of early years places. GCC are currently assessing expansion feasibility and suitability. For the Stroud Valleys as a whole off site contributions would be sought with a capital figure of £622,265 taken as the starting point for negotiations.</p> <p>The IDP apportions this figure for Brimscombe Mill’s proposed 40 dwellings and identifies the early years demand from the development to be for 4 places with an associated cost of £55,312.</p>	
<p>Essential Infrastructure: Primary Education</p>	

<p>Projects</p> <ul style="list-style-type: none"> Contributions to Brimscombe Primary School. 	
<p>Discussions with GCC and other parties identified off site contributions to Brimscombe Primary School. GCC’s strategy is provision through expansion of existing schools as 450 dwellings is insufficient to generate the need for a new standalone 1 Form Entry Primary. All of the existing schools have on site space for extensions and require no additional land take.</p> <p>For the Stroud Valleys as a whole off site contributions would be sought with a capital figure of £1,800,000 taken as the starting point for negotiations. Apportioning this figure for the Brimscombe Mill’s proposed 40 dwellings gives an associated cost of £160,000. This is the starting point for negotiations.</p>	
<p>Essential Infrastructure: Secondary Education</p>	
<p>Capacity at Stonehouse Secondary will be absorbed by the West of Stonehouse Strategic Allocation so the strategy for Stroud Valleys would most likely be increases in on site provision in another secondary school to be specified. 4-500 additional dwellings will generate need for another ½ form entry so the strategy is likely to be expansion in one place rather than multiple sites.</p> <p>For the Stroud Valleys as a whole off site financial contributions would be sought to existing secondary provision in Stroud Valleys. GCC identified that contributions would be sought with a capital figure of £1,200,000 taken as the starting point for negotiations. Apportioning this figure for the Brimscombe Mill development of 40 dwelling gives an associated cost of £106,000</p> <p>A specific project has not been identified however financial contributions would be made to existing secondary provision in Stroud Valleys.</p>	

6.5 Healthcare

<p>Healthcare</p>		<p>Risk to SA Delivery</p>
<p>Essential Infrastructure: Primary Healthcare</p>		
<p>Projects</p> <ul style="list-style-type: none"> Provision of additional consultation rooms at Beeches Green <p>Discussions with the CCG identified that offsite financial contributions would be sought to upgrade the existing surgery in Stroud. The IDP identifies a demand for primary healthcare services resulting from the Brimscombe Mill development with an estimated contribution of £14,533 for GPs and £9,935 for dentists.</p>		
<p>Essential Infrastructure: Secondary Healthcare</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. The Stroud Valleys allocations in combination 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. The Brimscombe Mill apportioned contribution would be approximately £13k or £330 per unit. No agreement to a contribution has been identified through discussion sessions with the site promoter and service providers.</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. The Stroud Valleys allocations in combination 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. The Brimscombe Mill apportioned contribution would be approximately £13k or £330 per unit. No agreement to a contribution has been identified through discussion sessions with the site promoter and service providers.

6.6 Community & Culture

Community & Culture	Risk to SA Delivery
Desirable Infrastructure: Libraries	
<p>Based on the IDP the contributions for Libraries would be £95,000 for the Stroud Valleys in combination with Brimscombe Mill’s apportioned contribution being £8,444k or £211 per unit. No agreement to a contribution has been identified through discussion sessions with the site promoter and service providers.</p>	
Desirable Infrastructure: Community Space	
<p>Based on the IDP the contributions towards community space would be £211,000 for the Stroud Valleys in combination with Brimscombe Mill’s apportioned contribution being £18,755k or £468 per unit. No agreement to a contribution has been identified through discussion sessions with the site promoter and service providers.</p>	

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

Open Space, Sport and Recreation	Risk to SA Delivery
Essential Infrastructure: Open Space.	
<div style="background-color: #f0f0f0; padding: 10px; margin-bottom: 10px;"> <p>Specified Projects</p> <ul style="list-style-type: none"> Maintenance of Rodborough Common Special Area of Conservation. </div> <p>The IDP identifies contributions to the provision of informal open space (£815), natural open space (£20,928) and play space (£10,791) for the Brimscombe Mill scheme. Financial contributions would be sought for refurbishment and upgrades of existing off site provision with these figures used as a starting point for negotiations.</p> <p>In addition Policy ES6 of the Local Plan recognises that additional housing within the 3km Catchment Zone of Rodborough Common SAC will cause an increase in recreational activity on the Common. In discussion with Natural England it has been agreed that this will impact the SAC by discouraging graziers from putting out their cattle on the Common resulting in under-grazing affecting the condition of the grassland. Increased recreational activity is also having a direct impact on grassland quality through vehicle erosion, dog walking and compaction by visitors. A mitigation strategy has been developed with Natural England with a requirement that all new dwellings within the zone make a financial contribution towards impact avoidance. The</p>	

contribution per new net dwelling is £200 collected through S106 or CIL resulting in a £8k contribution from the 40 dwellings proposed at Brimscombe Mill.	
Desirable Infrastructure: Sport & Recreation Facilities	
The IDP identifies demand would be generated for playing pitches with an estimated contribution of £10,202 in addition to contributions of £14,579 towards the upgrade of existing swimming facilities and £16,564 for indoor sports halls. SDC identified that financial contributions would be sought for refurbishment and upgrades of existing off site provision with these figures used as a starting point for negotiations. A refurbishment and upgrade strategy requires more specific development to be considered and funded through CIL and itemised within the Regulation 123 list.	

6.8 Emergency Services

Emergency Services	Risk to SA Delivery
Desirable Infrastructure: Police Service	
<p>Gloucestershire Constabulary has indicated that it will require a financial contribution to cover costs associated with additional pressure on existing police services.</p> <p>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 Brimscombe Mill this would generate a contribution of £9,400. No request made of developer under current negotiations.</p>	
Desirable Infrastructure: Fire Service	
The Fire Service identified limited requirements during consultation for the wider Stroud District IDP. No requirements anticipated.	
Desirable Infrastructure: Ambulance Service	
The Ambulance Service identified limited requirements during consultation for the wider Stroud District IDP. No requirements anticipated.	

7 Brimscombe Port

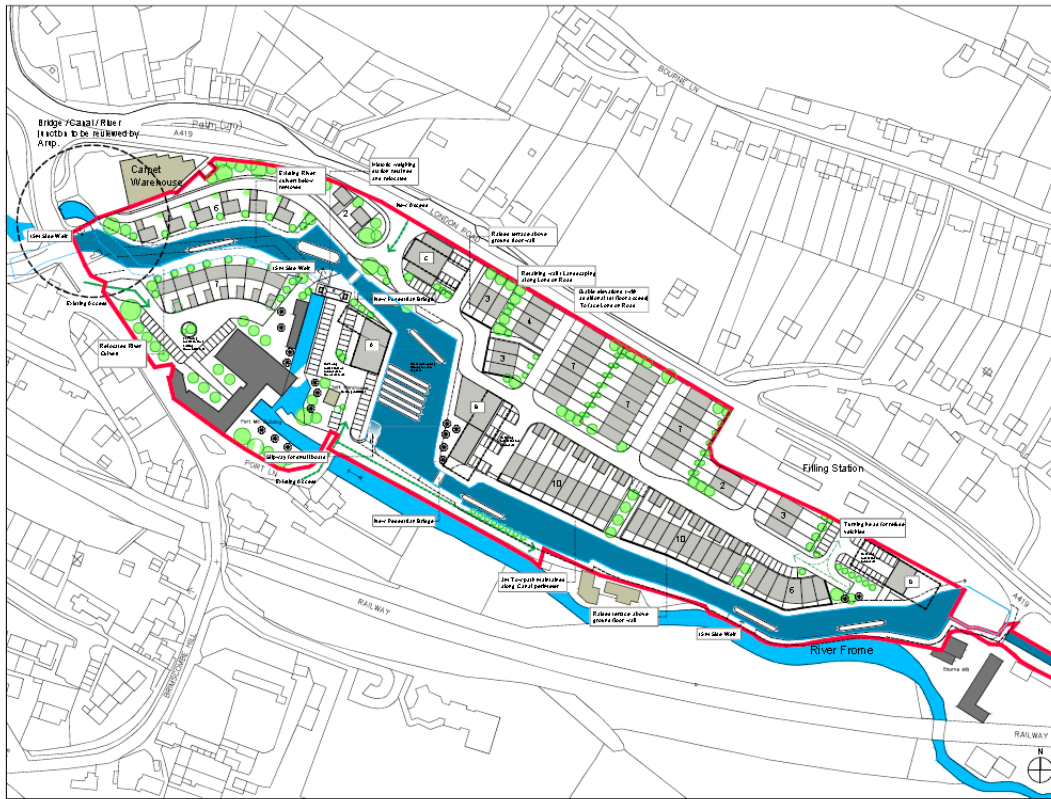
7.1 Key Data

Brimscombe Port	
Gross Site Area	4.52 hectares
Extent of Residential Area	AHR Architects Ltd have two scheme options. Option A: 133 residential units Option B: 135 residential units (reduced canal)
Extent of Employment Area	Option A & B: 1.1 hectares (11,302 sqft)
Housing Allocation	150 dwellings
Estimated Total Population (by 2031)	327
Developer	SDC & HCA
Lead Technical Support	SDC In House
Joint Developer Working Arrangements	SDC, HCA, Stroud Valleys Canal Co
Site Status	<p>The District Council is managing the site on behalf of the owners Stroud Valleys Canal Company (supported by the Homes and Communities Agency). A management strategy is in place and short term leases have been let for leisure and employment uses to generate income to assist with future redevelopment of the site.</p> <p>Feasibility work and funding discussions are underway as part of the development of a long term masterplan. A report by Savills has been produced. The Council has put aside £4M towards the Stroud Valleys Initiative to look at flood alleviation measures to enable future development and there is potential for this funding to help bridge any funding gap on this strategic site.</p> <p>The HCA confirmed a £2M contribution to infrastructure in October 2015¹</p> <p>The site should not be developed until the adjoining Cotswold Canal has been reinstated from Brimscombe Port to Ocean Bridge, or until a specific Flood Risk Assessment demonstrates that the site can be safely developed, with more vulnerable development being located in Flood Zone 1 and without increasing flood risk either on or off site.</p>

¹ <http://www.stroud.gov.uk/docs/press.asp?doit=detail&nid=3129>

7.2 Proposed Scale & Mix of Development

The diagram below indicates the a potential site masterplan at Brimscombe Port



Source: Viability Assessment Report AHR Indicative Masterplan, SDC (Aug 2015)

7.3 Transport

Transport	Risk to SA Delivery
<p>Critical Infrastructure – Immediate Site Access Arrangements</p>	
<p>Specified Projects</p> <ul style="list-style-type: none"> • New junction access from the London Road (A419) <p>The Brimscombe Viability Assessment Report includes an indicative masterplan that indicates that a new access would be needed from the London Road A419. Further improvements to the Bridge and Canal river junction may also be required following a more detailed assessment. In addition to the proposed new access, existing access would be from Port Lane and Brimscombe Hill.</p>	
<p>Critical Infrastructure - Strategic Highway Network Improvements</p>	

<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 400 dwellings (which is less than the SA1 policy assumption of 450 dwellings).</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"> • Junction 1: A38/A430 and A430/Goodridge Avenue • Junction B: A419 / A46 Dudbridge Road Roundabout • Junction D: A419 London Road / Dr Newton’s Way • Junction F: A38 / B4066 Berkeley Road (East) • Junction G: A38 / B4066 (West) • Junction H1: A4135 / B4060 Woodfield Road Roundabout Junction H2: A4135 / B4066 Dursley Road Roundabout • Junction M: M5 Junction 14 / B4509 • Junction N: Caincross Roundabout • Junction R: A46 Bath Road / Dudbridge Hill <p>Overall the assessed impacts of the 400 dwellings on these junctions represents 4% of the total for impact on the junctions. The proportional cost of the total mitigation package GCC Highways would be seeking is £246,682 for all of the Stroud Valleys allocations in combination. Brimscombe Port’s contribution would be approximately £74k based on the current AHR scheme.</p>	
Essential Infrastructure: Public Transport	
<p>At this stage there are no projects identified. It is anticipated that bus stops could be enhanced on existing routes as there are stops within easy walking distances on the London Road and at Brimscombe Hill.</p> <p>Local Plan Policy SA1 seeks contributions towards bus services to improve frequencies and quality to connect the sites to Stroud and adjoining settlements. Discussions with GCC identified an estimated capital cost figure of £100,000 for the Stroud Valleys as a whole to be used as the starting point for planning application negotiations. Apportioning this figure for the Brimscombe Port development of 135 dwellings gives an associated figure of £30k.</p>	
Essential Infrastructure: Walking & Cycling	
<p>Local Plan Policy SA1 seeks cycle and pedestrian routes along the canal and river corridor linking into the existing network. No offsite contribution proposed and walking and cycle links will be provided within each Stroud Valleys site as part of normal site infrastructure cost assumptions. The indicative masterplan prepared for the Brimscombe Viability Assessment Report indicates there would be two new pedestrian footbridges connecting the site to the surrounding area.</p>	

7.4 Flood, Water & Waste Water

Flood, Water & Waste Water	Risk to SA Delivery
Essential Infrastructure: Strategic Flood Defence (Offsite)	
<p>The IDP identifies approximately 60 properties in Stroud flooded in 2007 from a combination of surface and main river flooding. The Environment Agency is progressing a scheme to offer property-level protection to residents adjacent to Slad Brook (estimated capital cost of £500,000)</p>	

<p>to £1,000,000. There are a number of other ‘clusters’ of flooding in Stroud (e.g. Devereaux Crescent) which needs to be investigated to identify flood alleviation schemes.</p> <p>Local Plan Policy SA1 seeks contributions to the restoration of the river corridor for biodiversity and flood risk enhancement. Contributions are to be sought to the Stroud Valleys Initiative which are in addition to the abnormal costs associated with the restoration of the canal and basin. A Programme of projects for the Stroud Valleys Initiative are emerging including:</p> <ul style="list-style-type: none"> • Diversion of flows from the upper catchment towards the Painswick Stream using earth bunds to divert the flows away from the Slad Brook catchment. • Diversion of flows from Folly Lane to Painswick Stream. • Install a sealed pipe drainage system from Folly Lane to the Slad Brook culvert. • Improvements to Slad Brook watercourse. • Install high capacity gullies on Bath Road and new kerbs at upper section of Wallbridge. <p>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 SA1 sites should be approximately £1M of the programme cost. SDC have allocated £4M which it is assumed will be match funded with EA, Defra and GCC funds. Apportioning this figure for the Brimscombe Ports development of 135 dwellings would suggest a financial contribution of approximately £300k or £2222 per unit.</p>	
Critical Infrastructure: Flood Defence (Onsite)	
<p>Projects</p> <ul style="list-style-type: none"> • Brimscombe Port – opportunity to re-excavate port area and/or previously developed land to provide flood storage. <p>The site is next to the River Frome, within the valley bottom which places it within a flood risk area. The site has been designated as such by the Environment Agency (EA) which has given the site a 1:100 year flood risk for the site. Brimscombe Mill, Port and Wimberley Mills all have specific flood projects identified by the IDP as the majority of the site is located in Flood Zones 2 and 3. Site based solutions are currently being developed. The abnormal cost of these schemes is likely to have a significant bearing on each schemes ability to afford other obligations identified.</p>	
Critical Infrastructure: Potable Water Supply	
No constraints considered in terms of water supply to the site.	
Critical Infrastructure: Waste Water	
The proposed Stroud Valleys sites are located within Stanley Downton sewage treatment works catchment. The IDP indicates there is reasonable spare capacity at this treatment works.	

7.5 Education

Education	Risk to SA Delivery
Essential Infrastructure: Early Years & Childcare	
Discussions with GCC identified off site contributions to Brimscombe Primary School for provision of the required early years places. GCC are currently assessing expansion feasibility and suitability. For the Stroud Valleys as a whole off site contributions would be sought with a capital figure of £622,265 taken as the starting point for negotiations. Apportioning this figure	

for Brimscombe Port’s proposed 135 dwellings the early years demand from the development would be for 16 places with an associated cost of £187k.	
Essential Infrastructure: Primary Education	
<p>Projects</p> <ul style="list-style-type: none"> Contributions to Brimscombe Primary School. <p>Discussions with GCC and other parties identified off site contributions to Brimscombe Primary School. GCC’s strategy is provision through expansion of existing schools as 450 dwellings is insufficient to generate the need for a new standalone 1 Form Entry Primary. All of the existing schools have on site space for extensions and require no additional land take.</p> <p>For the Stroud Valleys as a whole off site contributions would be sought with a capital figure of £1,800,000 taken as the starting point for negotiations. Apportioning this figure for the Brimscombe Port’s proposed 135 dwellings gives an associated cost of £144k.</p>	
Essential Infrastructure: Secondary Education	
<p>Capacity at Stonehouse Secondary will be absorbed by the West of Stonehouse Strategic Allocation so the strategy for Stroud Valleys would most likely be increases in on site provision in another secondary school to be specified. 4-500 additional dwellings will generate need for another ½ form entry so the strategy is likely to be expansion in one place rather than multiple sites.</p> <p>For the Stroud Valleys as a whole off site financial contributions would be sought to existing secondary provision in Stroud Valleys. GCC identified that contributions would be sought with a capital figure of £1,200,000 taken as the starting point for negotiations. Apportioning this figure for the Brimscombe Port development of 135 dwelling gives an associated cost of £360k</p> <p>A specific project has not been identified however financial contributions would be made to existing secondary provision in Stroud Valleys.</p>	

7.6 Healthcare

Healthcare	Risk to SA Delivery
Essential Infrastructure: Primary Healthcare	
<p>Projects</p> <ul style="list-style-type: none"> Provision of additional consultation rooms at Beeches Green <p>Discussions with the CCG identified that offsite financial contributions would be sought to upgrade the existing surgery in Stroud. The IDP identifies a demand for primary healthcare services resulting from the Brimscombe Port development with an estimated contribution of £49,050 for GPs and £26,781 for dentists. These contributions would be the starting point for negotiations with the developer.</p>	
Essential Infrastructure: Secondary Healthcare	
<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. The Stroud Valleys allocations in combination 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. The Brimscombe Port apportioned contribution would be</p>	

approximately £44,550k or £330 per unit. No agreement to a contribution has been identified through discussion sessions with the site promoter and service providers.

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. The Stroud Valleys allocations in combination 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. The Brimscombe Port apportioned contribution would be approximately £44,450k or £330 per unit. No agreement to a contribution has been identified through discussion sessions with the site promoter and service providers.

7.7 Community & Culture

Community & Culture	Risk to SA Delivery
Desirable Infrastructure: Libraries	
Based on the IDP the contributions for Libraries would be £95,000 for the Stroud Valleys in combination with Brimscombe Port’s apportioned contribution being £28,485k or £211 per unit. No agreement to a contribution has been identified through discussion sessions with the site promoter and service providers.	
Desirable Infrastructure: Community Space	
Based on the IDP the contributions towards community space would be £211,000 for the Stroud Valleys in combination with Brimscombe Port’s apportioned contribution being £63,180k or £468 per unit. No agreement to a contribution has been identified through discussion sessions with the site promoter and service providers.	

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

Open Space, Sport and Recreation	Risk to SA Delivery
Essential Infrastructure: Open Space.	
<div style="background-color: #f0f0f0; padding: 10px; margin-bottom: 10px;"> <p>Specified Projects</p> <ul style="list-style-type: none"> Maintenance of Rodborough Common Special Area of Conservation. </div> <p>The IDP identifies contributions to the provision of informal open space (£2,751), natural open space (£70,632) and play space (£36,419) for the Brimscombe Port scheme. Financial contributions would be sought for refurbishment and upgrades of existing off site provision with these figures used as a starting point for negotiations.</p> <p>In addition Policy ES6 of the Local Plan recognises that additional housing within the 3km Catchment Zone of Rodborough Common SAC will cause an increase in recreational activity on the Common. In discussion with Natural England it has been agreed that this will impact the SAC by discouraging graziers from putting out their cattle on the Common resulting in under-grazing affecting the condition of the grassland. Increased recreational activity is also having a</p>	

direct impact on grassland quality through vehicle erosion, dog walking and compaction by visitors. A mitigation strategy has been developed with Natural England with a requirement that all new dwellings within the zone make a financial contribution towards impact avoidance. The contribution per new net dwelling is £200 collected through S106 or CIL resulting in a £27k contribution from the 135 dwellings proposed at Brimscombe Port.

Desirable Infrastructure: Sport & Recreation Facilities

The IDP identifies demand would be generated for playing pitches with an estimated contribution of £34,433 in addition to contributions of £49,203 towards the upgrade of existing swimming facilities and £55,904 for indoor sports halls. SDC identified that financial contributions would be sought for refurbishment and upgrades of existing off site provision with these figures used as a starting point for negotiations. A refurbishment and upgrade strategy requires more specific development to be considered and funded through CIL and itemised within the Regulation 123 list.

7.9 Emergency Services

Emergency Services	Risk to SA Delivery
Desirable Infrastructure: Police Service	
<p>Gloucestershire Constabulary has indicated that it will require a financial contribution to cover costs associated with additional pressure on existing police services.</p> <p>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 Brimscombe Port this would generate a contribution of £31,725. No request made of developer under current negotiations.</p>	
Desirable Infrastructure: Fire Service	
The Fire Service identified limited requirements during consultation for the wider Stroud District IDP. No requirements anticipated.	
Desirable Infrastructure: Ambulance Service	
The Ambulance Service identified limited requirements during consultation for the wider Stroud District IDP. No requirements anticipated.	

8 Wimberley Mills

8.1 Key Data

Wimberley Mills	
Gross Site Area	4.5ha
Extent of Residential Area	4.5ha
Extent of Employment Area	N/A
Housing Allocation	100 dwellings
Estimated Total Population (by 2031)	218
Developer	Private Landowner
Lead Technical Support	Pegasus Planning Group
Joint Developer Working Arrangements	N/A
Site Status	Recommended Grant Permission 12 Jan 2016 for Planning Application (Ref: S.13/2668/OUT) for demolition and clearance of the existing buildings and hardstanding, residential development of up to 104 dwellings, vehicular and pedestrian access, internal access roads, car parking, surface water drainage and related works.

8.2 Proposed Scale & Mix of Development

The plan below indicates the proposed site layout at Wimberley Mills



Source: Pegasus Urban Design (2013) Submitted with application (Ref S.13/2668/OUT).

8.3 Transport

Transport	Risk to SA Delivery
Critical Infrastructure – Immediate Site Access Arrangements	
<p>Specified Projects</p> <ul style="list-style-type: none"> Two new access junctions onto Knapp Lane <p>Two new junctions would provide access to the site from Knapp Lane.</p>	
Critical Infrastructure - Strategic Highway Network Improvements	
<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 400 dwellings (which is less than the SA1 policy assumption of 450 dwellings).</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"> Junction I: A38/A430 and A430/Goodridge Avenue Junction B: A419 / A46 Dudbridge Road Roundabout Junction D: A419 London Road / Dr Newton’s Way Junction F: A38 / B4066 Berkeley Road (East) Junction G: A38 / B4066 (West) Junction H1: A4135 / B4060 Woodfield Road Roundabout Junction H2: A4135 / B4066 Dursley Road Roundabout Junction M: M5 Junction 14 / B4509 Junction N: Caincross Roundabout Junction R: A46 Bath Road / Dudbridge Hill <p>Overall the assessed impacts of the 400 dwellings on these junctions represents 4% of the total for impact on the junctions. The proportional cost of the total mitigation package GCC Highways would be seeking is £246,682 for all of the Stroud Valleys allocations in combination. Wimberely Mill’s contribution would be approximately £55k.</p>	
Essential Infrastructure: Public Transport	
<p>Existing sheltered bus stops are located north of the site on the London Road (A419) within easy walking distance. The A419 London Road is a main bus route.</p> <p>At this stage there are no public transport projects specifically identified for the site. It is assumed that bus stops could be enhanced on existing routes as there are stops within easy walking distances on the London Road.</p> <p>Local Plan Policy SA1 seeks contributions towards bus services to improve frequencies and quality to connect the sites to Stroud and adjoining settlements. Discussions with GCC identified an estimated capital cost figure of £100,000 for the Stroud Valleys as a whole to be used as the starting point for planning application negotiations. Apportioning this figure for the Wimberley Mills development of 100 dwelling gives an associated figure of £22,222.</p>	

Essential Infrastructure: Walking & Cycling	
<p>Local Plan Policy SA1 seeks cycle and pedestrian routes along the canal and river corridor linking into the existing network. No offsite contribution proposed and walking and cycle links will be provided within each Stroud Valleys site as part of normal site infrastructure cost assumptions. The Wimberly Mills proposals include provision of a new 2m footbridge and provides pedestrian / cycle links through site.</p>	

8.4 Flood, Water & Waste Water

Flood, Water & Waste Water	Risk to SA Delivery
Essential Infrastructure: Strategic Flood Defence (Offsite)	
<p>The IDP identifies approximately 60 properties in Stroud flooded in 2007 from a combination of surface and main river flooding. The Environment Agency is progressing a scheme to offer property-level protection to residents adjacent to Slad Brook (estimated capital cost of £500,000 to £1,000,000. There are a number of other ‘clusters’ of flooding in Stroud (e.g. Devereaux Crescent) which needs to be investigated to identify flood alleviation schemes.</p> <p>Local Plan Policy SA1 seeks contributions to the restoration of the river corridor for biodiversity and flood risk enhancement. Contributions are to be sought to the Stroud Valleys Initiative which are in addition to the abnormal costs associated with the restoration of the canal and basin. A Programme of projects for the Stroud Valleys Initiative are emerging including:</p> <ul style="list-style-type: none"> • Diversion of flows from the upper catchment towards the Painswick Stream using earth bunds to divert the flows away from the Slad Brook catchment. • Diversion of flows from Folly Lane to Painswick Stream. • Install a sealed pipe drainage system from Folly Lane to the Slad Brook culvert. • Improvements to Slad Brook watercourse. • Install high capacity gullies on Bath Road and new kerbs at upper section of Wallbridge. <p>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 SA1 sites should be approximately £1M of the programme cost. SDC have allocated £4M which it is assumed will be match funded with EA, Defra and GCC funds. Apportioning this figure for the Wimberly Mills development of 100 dwellings would suggest a financial contribution of approximately £222k or £2222 per unit.</p>	
Critical Infrastructure: Flood Defence (Onsite)	
<p>The applicant has proposed a river flood channel as part of the flood mitigation measures. This would act in extreme conditions to contain floodwater. A green corridor is to be kept free of any obstructions and that riverside character is created through the introduction of reed and marginal planting. Solution forms part of the site development costs dealt with by condition on the consent.</p>	
Critical Infrastructure: Potable Water Supply	
<p>No constraints considered in terms of water supply to the site.</p>	
Critical Infrastructure: Waste Water	
<p>The proposed Stroud Valleys sites are located within Stanley Downton sewage treatment works catchment. The IDP indicates there is reasonable spare capacity at this treatment works.</p>	

8.5 Education

Education	Risk to SA Delivery
Essential Infrastructure: Early Years & Childcare	
<p>Discussions with GCC identified off site contributions to Brimscombe Primary School for provision of early years places. GCC are currently assessing expansion feasibility and suitability. For the Stroud Valleys as a whole off site contributions would be sought with a capital figure of £622,265 taken as the starting point for negotiations. The IDP apportions this figure for the Wimberley Mills proposed 100 dwellings and identifies the early years demand from the development to be for 11 places with an associated cost of £138,281.</p>	
Essential Infrastructure: Primary Education	
<div style="border: 1px solid #ccc; padding: 10px; margin-bottom: 10px;"> <p>Projects</p> <ul style="list-style-type: none"> Contributions to Brimscombe Primary School. </div> <p>Discussions with GCC and other parties identified off sight contributions to Brimscombe Primary School. GCC’s strategy is provision through expansion of existing schools as 450 dwellings is insufficient to generate the need for a new standalone 1 Form Entry Primary. All of the existing schools have on site space for extensions and require no additional land take.</p> <p>For the Stroud Valleys as a whole off site contributions would be sought with a capital figure of £1,800,000 taken as the starting point for negotiations. Apportioning this figure for the Wimberley Mills development of 100 dwelling gives an associated figure of £400,000.</p>	
Essential Infrastructure: Secondary Education	
<p>Capacity at Stonehouse Secondary will be absorbed by the West of Stonehouse Strategic Allocation so the strategy for Stroud Valleys would most likely be increases in on site provision in another secondary school to be specified. 4-500 additional dwellings will generate need for another ½ form entry so the strategy is likely to be expansion in one place rather than multiple sites.</p> <p>For the Stroud Valleys as a whole off site financial contributions would be sought to existing secondary provision in Stroud Valleys. GCC identified that contributions would be sought with a capital figure of £1,200,000 taken as the starting point for negotiations. Apportioning this figure for the Wimberley Mills development of 100 dwelling gives an associated figure of £266,666.</p> <p>A specific project has not been identified however financial contributions would be made to existing secondary provision in Stroud Valleys</p>	

8.6 Healthcare

Healthcare	Risk to SA Delivery
Essential Infrastructure: Primary Healthcare	

<p>Projects</p> <ul style="list-style-type: none"> Provision of additional consultation rooms at Beeches Green <p>Discussions with the CCG identified that offsite financial contributions would be sought to upgrade the existing surgery in Stroud. The IDP identifies a demand for primary healthcare services resulting from the Wimberley Mill development with an estimated contribution of £36,333 for GPs and £19,838 for dentists. These contributions would be the starting point for negotiations with the developer.</p>	
Essential Infrastructure: Secondary Healthcare	
<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. The Stroud Valleys allocations in combination 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. The Wimberley Mill apportioned contribution would be approximately £33k or £330 per unit. No agreement to a contribution has been identified through discussion sessions with the site promoter and service providers.</p>	

8.7 Community & Culture

Community & Culture	Risk to SA Delivery
Desirable Infrastructure: Libraries	
<p>Discussions between the developer and other interested parties identified that for the Stroud Valleys as a whole off site contributions would be sought with a capital figure of £95,000 taken as the starting point for negotiations. Apportioning this figure for Wimberley Mills proposed 100 dwelling provides an approximate figure of £21,111.</p> <p>No agreement to a contribution has been identified through discussion sessions with the site promoter and service providers.</p>	
Desirable Infrastructure: Community Space	
<p>Discussions between developer and other interested parties identified that for the Stroud Valleys as a whole off site contributions would be sought with a capital figure of £211,000 taken as the starting point for negotiations. Apportioning this figure for Wimberley Mills proposed 100 dwelling provides an approximate figure of £46,888 or £468 per unit</p> <p>No agreement to a contribution has been identified through discussion sessions with the site promoter and service providers.</p>	

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

Open Space, Sport and Recreation	Risk to SA Delivery
Essential Infrastructure: Open Space.	
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Specified Projects	
<ul style="list-style-type: none"> Maintenance of Rodborough Common Special Area of Conservation. 	
<p>The IDP identifies contributions to the provision of informal open space (£2,038), natural open space (£52,320) and play space (£26,978) for the Wimberley Mills scheme. Financial contributions would be sought for refurbishment and upgrades of existing off site provision with these figures used as a starting point for negotiations.</p> <p>In addition Policy ES6 of the Local Plan recognises that additional housing within the 3km Catchment Zone of Rodborough Common SAC will cause an increase in recreational activity on the Common. In discussion with Natural England it has been agreed that this will impact the SAC by discouraging graziers from putting out their cattle on the Common resulting in under-grazing affecting the condition of the grassland. Increased recreational activity is also having a direct impact on grassland quality through vehicle erosion, dog walking and compaction by visitors. A mitigation strategy has been developed with Natural England with a requirement that all new dwellings within the zone make a financial contribution towards impact avoidance. The contribution per new net dwelling is £200 collected through S106 or CIL resulting in a £20k contribution from the 100 dwellings proposed at Wimberley Mill.</p>	
Desirable Infrastructure: Sport & Recreation Facilities	
<p>The IDP identifies demand would be generated for playing pitches with an estimated contribution of £25,506 in addition to contributions of £36,448 towards the upgrade of existing swimming facilities and £41,410 for indoor sports halls. SDC identified that financial contributions would be sought for refurbishment and upgrades of existing off site provision with these figures used as a starting point for negotiations. A refurbishment and upgrade strategy requires more specific development to be considered and funded through CIL and itemised within the Regulation 123 list.</p>	

8.9 Emergency Services

Emergency Services	Risk to SA Delivery
Desirable Infrastructure: Police Service	
<p>Gloucestershire Constabulary has indicated that it will require a financial contribution to cover costs associated with additional pressure on existing police services.</p> <p>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 Wimberley Mills this would generate a contribution of £23,500. No request made of developer under current negotiations.</p>	
Desirable Infrastructure: Fire Service	
<p>The Fire Service identified limited requirements during consultation for the wider Stroud District IDP. No requirements anticipated.</p>	
Desirable Infrastructure: Ambulance Service	
<p>The Ambulance Service identified limited requirements during consultation for the wider Stroud District IDP. No requirements anticipated.</p>	

9 Dockyard Works

9.1 Key Data

Dockyard Works	
Gross Site Area	1.45Ha (net developable area is considered to be very low and potentially as low as 50% of the gross site area)
Extent of Residential Area	See above
Extent of Employment Area	See above
Housing Allocation	30
Estimated Total Population (by 2031)	65
Developer	Private Landowner
Lead Technical Support	Andrew Watton – property Consultants
Joint Developer Working Arrangements	N/A
Site Status	<p>Employment use and occupied buildings</p> <p>The owners have recently confirmed that business uses on the site continue to flourish and any release of land for residential is likely to be phased in the foreseeable future. Continued commercial use on site will need to be reviewed as and when plans for adjacent sites come forward for residential development. The owners remain interested in release for residential use within the Local Plan period.</p>

9.2 Proposed Scale & Mix of Development

There is currently no proposal information available on the scale or mix of development other than that identified in the Stroud Local Plan Strategic Allocation SA1.

9.3 Transport

Transport	Risk to SA Delivery
Critical Infrastructure – Immediate Site Access Arrangements	
Immediate site access requirements to be identified as part of a comprehensive masterplan for the site. The access works has an anticipated high cost due to site constraints from the underpass and the limited developable area of the site.	
Critical Infrastructure - Strategic Highway Network Improvements	

<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 400 dwellings (which is less than the SA1 policy assumption of 450 dwellings).</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"> • Junction 1: A38/A430 and A430/Goodridge Avenue • Junction B: A419 / A46 Dudbridge Road Roundabout • Junction D: A419 London Road / Dr Newton’s Way • Junction F: A38 / B4066 Berkeley Road (East) • Junction G: A38 / B4066 (West) • Junction H1: A4135 / B4060 Woodfield Road Roundabout Junction H2: A4135 / B4066 Dursley Road Roundabout • Junction M: M5 Junction 14 / B4509 • Junction N: Caincross Roundabout • Junction R: A46 Bath Road / Dudbridge Hill <p>Overall the assessed impacts of the 400 dwellings on these junctions represents 4% of the total for impact on the junctions. The proportional cost of the total mitigation package GCC Highways would be seeking is £246,682 for all of the Stroud Valleys allocations in combination. Dockyard Works contribution would be £16,445k.</p>	
<p>Essential Infrastructure: Public Transport</p>	
<p>Existing sheltered bus stops are located north of the site on the London Road (A419) within easy walking distance. The A419 London Road is a main bus route.</p> <p>At this stage there are no public transport projects specifically identified for the site. It is assumed that bus stops could be enhanced on existing routes as there are stops within easy walking distances on the London Road.</p> <p>Local Plan Policy SA1 seeks contributions towards bus services to improve frequencies and quality to connect the sites to Stroud and adjoining settlements. Discussions with GCC identified an estimated capital cost figure of £100,000 for the Stroud Valleys as a whole to be used as the starting point for planning application negotiations. Apportioning this figure for a Dockyard Works development of 30 dwelling gives an associated figure of £6,666.</p>	
<p>Essential Infrastructure: Walking & Cycling</p>	
<p>Local Plan Policy SA1 seeks cycle and pedestrian routes along the canal and river corridor linking into the existing network. No offsite contribution proposed and walking and cycle links will be provided within each Stroud Valleys site as part of normal site infrastructure cost assumptions.</p>	

9.4 Flood, Water & Waste Water

<p>Flood, Water & Waste Water</p>		<p>Risk to SA Delivery</p>
<p>Essential Infrastructure: Strategic Flood Defence (Offsite)</p>		
<p>The IDP identifies approximately 60 properties in Stroud flooded in 2007 from a combination of surface and main river flooding. The Environment Agency is progressing a scheme to offer property-level protection to residents adjacent to Slad Brook (estimated capital cost of £500,000 to £1,000,000. There are a number of other ‘clusters’ of flooding in Stroud (e.g. Devereaux Crescent) which needs to be investigated to identify flood alleviation schemes.</p>		

<p>Local Plan Policy SA1 seeks contributions to the restoration of the river corridor for biodiversity and flood risk enhancement. Contributions are to be sought to the Stroud Valleys Initiative which are in addition to the abnormal costs associated with the restoration of the canal and basin. A Programme of projects for the Stroud Valleys Initiative are emerging including:</p> <ul style="list-style-type: none"> • Diversion of flows from the upper catchment towards the Painswick Stream using earth bunds to divert the flows away from the Slad Brook catchment. • Diversion of flows from Folly Lane to Painswick Stream. • Install a sealed pipe drainage system from Folly Lane to the Slad Brook culvert. • Improvements to Slad Brook watercourse. • Install high capacity gullies on Bath Road and new kerbs at upper section of Wallbridge. <p>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 SA1 sites should be approximately £1M of the programme cost. SDC have allocated £4M which it is assumed will be match funded with EA, Defra and GCC funds. Apportioning this figure for the Dockyard Works development of 30 dwellings would suggest a financial contribution of approximately £66,660k or £2222 per unit.</p>	
Critical Infrastructure: Flood Defence (Onsite)	
<p>The Dockyard Works site is located Site located almost entirely within Flood Zone 3b. Flood Zones 3a, 2 and 1 are also present. Proposals for the site are expected to involve the allocation and safeguarding of open space for flood storage.</p>	
Critical Infrastructure: Potable Water Supply	
<p>No constraints considered in terms of water supply to the site.</p>	
Critical Infrastructure: Waste Water	
<p>The proposed Stroud Valleys sites are located within Stanley Downton sewage treatment works catchment. The IDP indicates there is reasonable spare capacity at this treatment works.</p>	

9.5 Education

Education	Risk to SA Delivery
Essential Infrastructure: Early Years & Childcare	
<p>Discussions with GCC identified off site contributions to Brimscombe Primary School for provision of early years places. GCC are currently assessing expansion feasibility and suitability. For the Stroud Valleys as a whole off site contributions would be sought with a capital figure of £622,265 taken as the starting point for negotiations. The IDP apportions this figure for the Dockyard Works proposed 30 dwellings and identifies the early years demand from the development to be for 3 places with an associated cost of £41,484.</p>	
Essential Infrastructure: Primary Education	

<p>Projects</p> <ul style="list-style-type: none"> Contributions to Brimscombe Primary School. <p>Discussions with GCC and other parties identified off sight contributions to Brimscombe Primary School. GCC’s strategy is provision through expansion of existing schools as 450 dwellings is insufficient to generate the need for a new standalone 1 Form Entry Primary. All of the existing schools have on site space for extensions and require no additional land take.</p> <p>For the Stroud Valleys as a whole off site contributions would be sought with a capital figure of £1,800,000 taken as the starting point for negotiations. Apportioning this figure for the Dockyard Works development of 30 dwelling gives an associated figure of £120,000.</p>	
<p>Essential Infrastructure: Secondary Education</p>	
<p>Capacity at Stonehouse Secondary will be absorbed by the West of Stonehouse Strategic Allocation so the strategy for Stroud Valleys would most likely be increases in on site provision in another secondary school to be specified. 4-500 additional dwellings will generate need for another ½ form entry so the strategy is likely to be expansion in one place rather than multiple sites.</p> <p>For the Stroud Valleys as a whole off site financial contributions would be sought to existing secondary provision in Stroud Valleys. GCC identified that contributions would be sought with a capital figure of £1,200,000 taken as the starting point for negotiations. Apportioning this figure for the Dockyard Works development of 30 dwelling gives an associated figure of £80k.</p> <p>A specific project has not been identified however financial contributions would be made to existing secondary provision in Stroud Valleys</p>	

9.6 Healthcare

Healthcare	Risk to SA Delivery
<p>Essential Infrastructure: Primary Healthcare</p>	
<p>Projects</p> <ul style="list-style-type: none"> Provision of additional consultation rooms at Beeches Green <p>Discussions with the CCG identified that offsite financial contributions would be sought to upgrade the existing surgery in Stroud. The IDP identifies a demand for primary healthcare services resulting from the Dockyard Works development with an estimated contribution of £10,900 for GPs and £5,951 for dentists. These contributions would be the starting point for negotiations with the developer.</p>	
<p>Essential Infrastructure: Secondary Healthcare</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. The Stroud Valleys allocations in combination 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. The Dockyard Works apportioned contribution would be approximately £9900k or £330 per unit. No agreement to a contribution has been identified through discussion sessions with the site promoter and service providers.</p>	

9.7 Community & Culture

Community & Culture	Risk to SA Delivery
Desirable Infrastructure: Libraries	
<p>Discussions between the developer and other interested parties identified that for the Stroud Valleys as a whole off site contributions would be sought with a capital figure of £95,000 taken as the starting point for negotiations. Apportioning this figure for Dockyard Works proposed 30 dwelling provides an approximate figure of £6,333.</p> <p>No agreement to a contribution has been identified through discussion sessions with the site promoter and service providers.</p>	
Desirable Infrastructure: Community Space	
<p>Discussions between developer and other interested parties identified that for the Stroud Valleys as a whole off site contributions would be sought with a capital figure of £211,000 taken as the starting point for negotiations. Apportioning this figure for Dockyard Works proposed 30 dwelling provides an approximate figure of £14,040 or £468 per unit</p> <p>No agreement to a contribution has been identified through discussion sessions with the site promoter and service providers.</p>	

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

Open Space, Sport and Recreation	Risk to SA Delivery
Essential Infrastructure: Open Space.	
<div style="background-color: #f0f0f0; padding: 10px; margin-bottom: 10px;"> <p>Specified Projects</p> <ul style="list-style-type: none"> Maintenance of Rodborough Common Special Area of Conservation. </div> <p>The IDP identifies contributions to the provision of informal open space (£611), natural open space (£15,696) and play space (£8,093) for the Dockyard Works scheme. Financial contributions would be sought for refurbishment and upgrades of existing off site provision with these figures used as a starting point for negotiations.</p> <p>In addition Policy ES6 of the Local Plan recognises that additional housing within the 3km Catchment Zone of Rodborough Common SAC will cause an increase in recreational activity on the Common. In discussion with Natural England it has been agreed that this will impact the SAC by discouraging graziers from putting out their cattle on the Common resulting in under-grazing affecting the condition of the grassland. Increased recreational activity is also having a direct impact on grassland quality through vehicle erosion, dog walking and compaction by visitors. A mitigation strategy has been developed with Natural England with a requirement that all new dwellings within the zone make a financial contribution towards impact avoidance. The contribution per new net dwelling is £200 collected through S106 or CIL resulting in a £6k contribution from the 30 dwellings proposed at Dockyard Works.</p>	
Desirable Infrastructure: Sport & Recreation Facilities	

The IDP identifies demand would be generated for playing pitches with an estimated contribution of £7,652 in addition to contributions of £10,934 towards the upgrade of existing swimming facilities and £12,423 for indoor sports halls. SDC identified that financial contributions would be sought for refurbishment and upgrades of existing off site provision with these figures used as a starting point for negotiations. A refurbishment and upgrade strategy requires more specific development to be considered and funded through CIL and itemised within the Regulation 123 list.

9.9 Emergency Services

Emergency Services	Risk to SA Delivery
Desirable Infrastructure: Police Service	
<p>Gloucestershire Constabulary has indicated that it will require a financial contribution to cover costs associated with additional pressure on existing police services.</p> <p>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 Dockyard Works this would generate a contribution of £7,050. No request made of developer under current negotiations.</p>	
Desirable Infrastructure: Fire Service	
<p>The Fire Service identified limited requirements during consultation for the wider Stroud District IDP. No requirements anticipated.</p>	
Desirable Infrastructure: Ambulance Service	
<p>The Ambulance Service identified limited requirements during consultation for the wider Stroud District IDP. No requirements anticipated.</p>	