

Stroud District Council

**SA4 Hunts Grove and SA4a
Quedgeley East**

**Infrastructure Delivery Position
Statement**

Final Issue | April 2016

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







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

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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 Site Allocation 4 at Hunts Grove and 4A at Quedgeley East.

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

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

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

The information will be used to inform the CIL examination, setting of the Regulation 123 list for the CIL Charging Schedule and prioritisation process for funds secured through CIL once in place.

The majority of the Hunts Grove Extension's strategic infrastructure requirements are linked to Phase I. The extensions critical infrastructure requirements, including immediate site access arrangements and utilities, are being dealt with as advanced works as part of Phase 1. The summary table overleaf identifies identified financial contributions to offsite mitigation as a direct result of Phase II and Phase I projects which are facilitating the Phase II growth.

1.2 Infrastructure Contributions Summary

Hunts Grove SA4		Phased Payment		
Infrastructure Type	Total Financial Contribution	2015-2020	2021-2026	2027-2031
Libraries	177,107	100%	0%	0%
Secondary Education	2,450,000	18%	77%	5%
Further Education	377,843	18%	77%	5%
Acute Healthcare	148,425	100%	0%	0%
Swimming	170,769	0%	0%	100%
Transport (Highways Offsite)	127,475	18%	77%	5%
Emergency Services (Policing)	176,250	0%	50%	50%
	3,627,869			

Source: Arup 2016

1.3 Infrastructure Project Tracker

Hunts Grove														
Highways Projects								Project Delivery Phasing						
Project Name	Onsite or OffSite	Cost Type	Funding Responsibility	Prioritisation	Project Status	Delivery Responsibility	Risk To SA Delivery	2015-2020		2021-2025		2026-2031		Notes
A38/B4008 New Junction to Hunts Grove.	Offsite	S278/ Infrastructure in Conditions	Master Developer	Critical Infrastructure	Technical Solution Agreed	GCC								The developer is currently progressing a full planning application for an updated A38 Junction. Developers estimate a cost of £5.5M for the junction improvements. Scheme is fully funded.
New Signals on B4008 Bristol, Road	Offsite	S278/ Infrastructure in Conditions	Master Developer	Critical Infrastructure	Technical Solution Agreed	GCC								
A38/B4008 Cross Keys Roundabout	Offsite	S278/ Infrastructure in Conditions	Master Developer	Critical Infrastructure	Technical Solution Agreed	GCC								New circulatory lane and signals
Strategic Highway Package	Offsite	S278/ Infrastructure in Conditions	Master Developer	Essential Infrastructure	Technical Solution Agreed	GCC								The proportional cost of SA4 is estimated by GCC as £127,274. This level of funding is agreed in principle by site promoters. Phasing of works
Public Transport														
Safeguarding potential rail station site	On site	Other	Network Rail / GCC	Essential Infrastructure	Safeguarded Land	Network Rail								The developer is safeguarded land for a potential new rail station and currently awaiting a decision on priority location for new station. A business case is currently undertaken for Hunts Grove as the preferred location.
Education														
Hunts Grove Nursery Extension	On site	Direct Funding	Master Developer	Essential Infrastructure	Technical Solution Agreed	Master Developer								83 places. Extension to Phase 1 Nursery associated with onsite Primary School. £1,031,636 cost estimate. Site promoter to directly fund the project.
Phase 1 Primary Extension	On site	Direct Funding	Master Developer	Essential Infrastructure	Technical Solution Agreed	Master Developer								182 places. Extension of Phase I Primary to increase size of school from 2FE - 3FE. £2,252,757 cost estimate. Site promoter to directly fund the project.
Secondary Education	Off Site	S106 Payment	Master Developer	Essential Infrastructure	Technical Solution Agreed	GCC								Financial contributions to Beaufort & Severn Vale. Ongoing negotiations on level of contribution - £2.45M - less than full standard contribution. not considered a risk to overall delivery.
Healthcare														
GP Surgery	On site	Other	Master Developer	Essential Infrastructure	Safeguarded Land	Master Developer or Private GP Practice								An appropriately sized site has been identified within the Phase I Hunts Grove development located within the Local Centre. The site will be marketed for a 10 year period for private practice investment.

2 Context

2.1 Planning History

Land east of the A38 at Colethrop Farm, Hardwicke, known as Hunts Grove, was allocated as a major mixed use development site within the Stroud Local Plan (2005) to be delivered both during and beyond the plan period.

The Hunts Grove Phase 1 application (Ref: S.06/1429/OUT) was approved by the Secretary of State in July 2008 following a call-in inquiry.

This outline application was for development of approximately 106ha of land at Colethrop Farm Hardwicke, for 1,750 dwellings, a neighbourhood centre (including primary school, parking, floorspace within use classes A1, A2, A3, A4, A5, C2, C3, D1, D2 and B1), 5.75ha employment development within use classes B1, B2 and B8, recreational open space, sports/play facilities, allotments, pumping station, new accesses into Waterwells, remodelling of land for junction 12 improvements, noise bund and fencing along M5, diversion of footpath EH9, demolition of Colethrop Farm, on/off site infrastructure.

2.2 Current Status

The approved 1,750 dwelling scheme (known as Hunts Grove Phase I) is under construction, with the first 350 dwellings due for completion in 2015/16. All subsequent phases (included in the Council's housing trajectory from 2016/17 through to 2025/26) require construction of a new principal access from the A38.

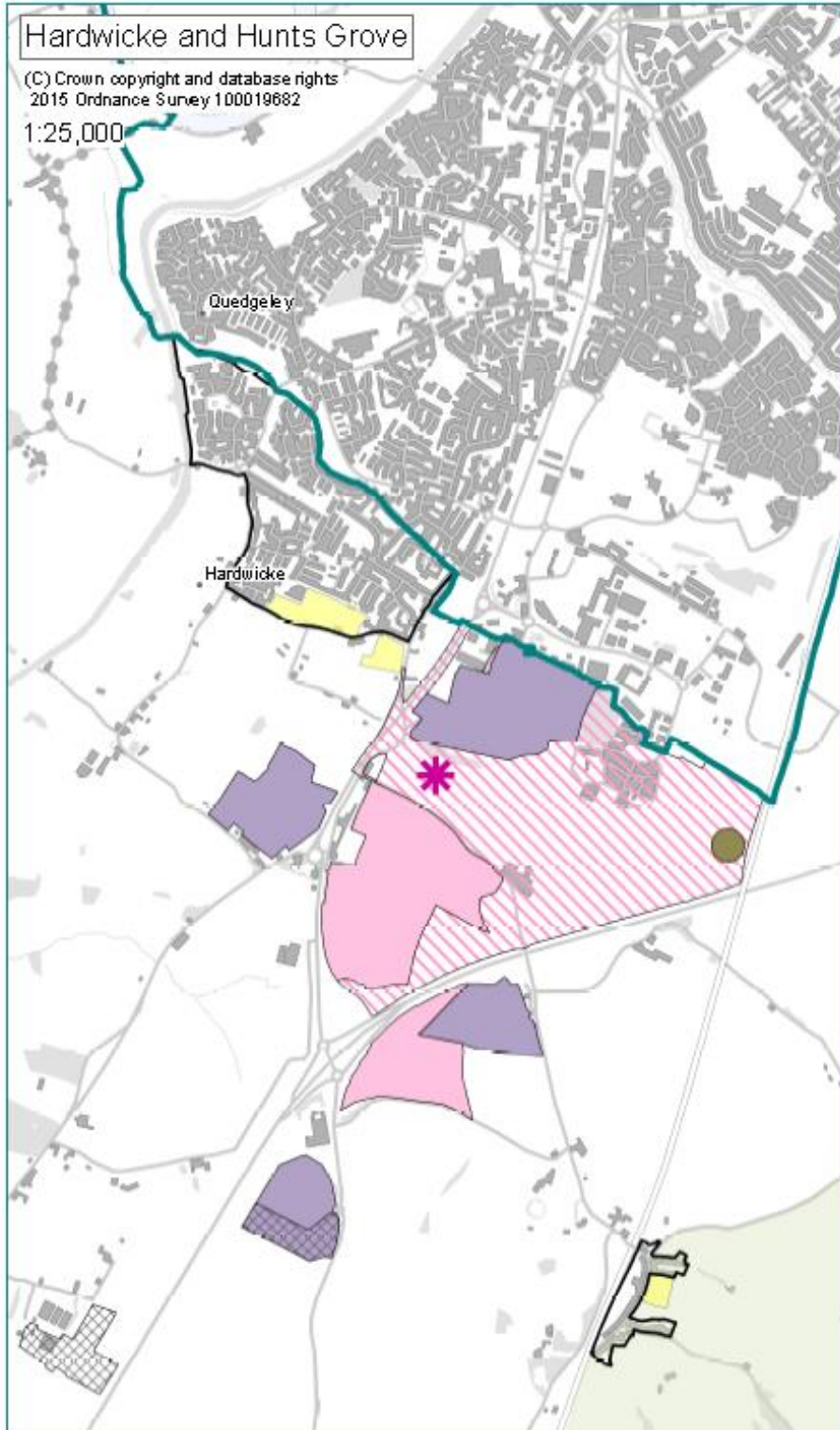
The extension to Hunts Grove allocated in the Stroud District Local Plan (Policy SA4) (known as Hunts Grove Extension (Phase II)) is intended to complete the development and support and extend the community infrastructure planned for in this location.

The Hunts Grove Extension is located on land south of Haresfield Lane to the south east of Hardwicke and north of the M5 junction 13. The site comprises approximately 26 hectares of land to be developed for residential, supporting infrastructure, including landscaping and open space.

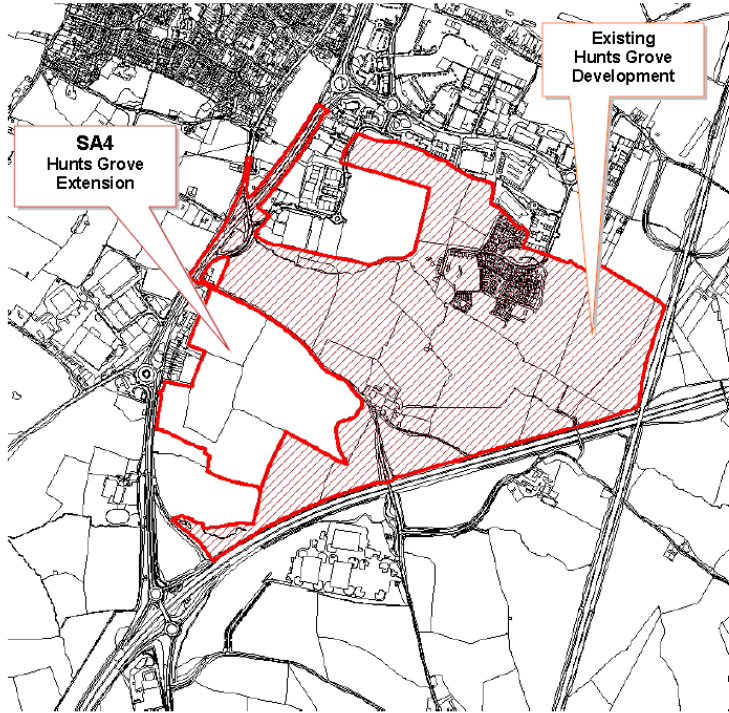
The extension to the Hunts Grove masterplan will deliver a net increase of 750 dwellings. When complete the new community will comprise 2,450 dwellings together with the necessary supporting infrastructure, employment, social, commercial and community uses, which will include a primary school of sufficient size to meet the needs of the development.

3 Strategic Allocation Key Data

3.1 Location & Extent of Allocation



Source: Policies Map, shows the extent of the Hunts Grove / Quedgeley East. Allocation, identified in pink.



Source: Stroud District Local Plan shows the extent of the Hunts Grove Allocation



Source: Stroud District Local Plan shows the extent of the Quedgeley East Allocation.

3.2 Key Data

Hunts Grove Extension / Quedgeley East.	
Gross Site Area	39 hectares
Extent of Residential Area	26 hectares (Hunts Grove)
Extent of Employment Area	13 hectares (Quedgeley East)
Housing Allocation	750 dwellings including 225 affordable dwellings
Estimated Total Population (by 2031)	1,635
Developer	Crest Nicholson Strategic Projects Plc
Lead Technical Support	GL Hearn
Joint Developer Working Arrangements (if relevant)	Not relevant
Planning Status	Pre application currently underway for new Hunts Grove Extension. It should be noted that an outline application for established Hunts Grove site was approved by SOS July 2008 APP/C1625/V/07/1202058: IR184).

3.3 Proposed Scale & Mix of Development

The Site Allocation Policy SA4, as set out on page 73 of the Stroud, District Local Plan sets out a site capacity at Hunts Grove Extension of 750 homes including 225 affordable homes. (unless viability testing indicates otherwise).

Policy SA4 states:

‘the development proposals for the new Hunts Grove community (including both existing permitted site (Phase I) and Extension (Phase II)) will address the following:

1. *A local centre of sufficient scale to meet the day-to-day needs of the Hunts Grove new community as a whole, incorporating local retail and community uses*
2. *A primary school of sufficient scale to meet the needs of the Hunts Grove new community*
3. *Accessible natural greenspace and publicly accessible outdoor playing-space, with appropriately scaled changing facilities*
4. *Structural landscaping buffer around the southern and western boundaries of the development incorporating existing hedgerows and trees, as appropriate*
5. *The acceptable management and disposal of surface water including sustainable urban drainage systems (SuDs)*

6. *Adequate and timely infrastructure to tackle wastewater generated by the development, in agreement with the relevant water company*
7. *No built development will be located in Flood Zones 2, 3a or 3b. The Council will also seek opportunities to reduce the overall level of flood risk to the area and improve flood storage capacity through the layout, use and form of the development*
8. *Cycle and pedestrian routes through the development connecting with Haresfield Lane and the existing Hunts Grove development*
9. *Primary vehicular access from the principal A38 junction serving the Hunts Grove new community, with secondary access from Waterwells Drive, as part of a wider managed, safe and accessible transport network, identified in the evidence base transport assessments*
10. *Access arrangements within the site to encourage use of public and sustainable modes of transport and to encourage lower vehicle speeds*
11. *Bus stops and shelters at appropriate locations to serve the new development*
12. *Contributions towards bus services to improve bus frequencies and quality; and*
13. *Safeguarding land for the provision of a potential future railway station and appropriate contributions towards the opening of the Hunts Grove railway station (subject to the plans of Network Rail).*

3.3.1 Policy SA4a

The 13 hectares of Land at Quedgeley is allocated for B1-B8 employment use.

- Policy SA4a states the development proposals will provide contributions to off-site highway works including public transport, pedestrian and cycle links to Gloucester city, Stonehouse and Stroud.
- The development must help to reduce the flood risk to the adjacent M5 motorway, by providing floodplain storage on site and keeping the floodplain and flow paths as open space.

3.4 Housing Trajectory

The table below shows the anticipated phasing of housing completions at Hunts Grove Extension as set out in the Stroud District Local Plan (November 2015) (Page 176).

Gross Site Capacity	2015-2020	2021-2026	2027-2031
750	132 dwellings	579 dwellings	39 dwellings

4 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 3D: Making Places - Gloucester Fringe Stroud District Council Examination of Stroud District Local Plan Stage 2 Hearing Statement
- Atkins Stroud Junction Assessment Technical Note (April 2015)

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.

4.1 Identification of Priority Infrastructure

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

The infrastructure requirements are categorised as:

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

and are usually linked to triggers controlling the occupation of development sites. This will largely be secondary infrastructure that is profiled subsequent to Critical Infrastructure.

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

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

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

4.2 Transport

Transport	Risk to SA Delivery
Critical Infrastructure: Immediate Site Access Arrangements.	
<div style="background-color: #f0f0f0; padding: 10px; margin-bottom: 10px;"> <p>Specified Projects</p> <ul style="list-style-type: none"> • A38 / B4008 New Junction to Hunts Grove • New signals on the B4008 Bristol Road • A38 /B4008 Cross Keys roundabout - new circulatory lane and new signals </div> <p>There is an agreed package of works to achieve a satisfactory transport scheme to facilitate Phase 1 and Phase 2. The developer is currently progressing a full planning application for an updated A38 Junction on the basis that the existing planning consent for improvements to the A38 junction does not provide sufficient capacity to serve all potential homes at Hunts Grove. The main access would be from B4008 which would connect into the A38. Access to Hunts Grove would also be from Haresfield Lane. Developer discussions identified that the junction is costing an estimated £5.5m and is fully funded. No allowance needs to be made for further funding from Hunts Grove Phase II.</p>	

Further to these the IDP identified that development of Hunts Grove could contribute towards A38 Waterwalls capacity improvements.	
Critical Infrastructure: Strategic Highway Network Improvements	
<p>Atkins prepared a technical note in April 2015 outlining the impact of the Strategic Allocations on the local highway network, as identified within the Stroud District Local Plan</p> <p>The M5 Junction 12 (Junctions 3a and 3b) is currently operating within capacity and queuing as a result of Local Plan traffic can be accommodated therefore mitigation is not required</p> <p>For a development at Hunts Grove Extension of 750 dwellings junctions identified within the 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 750 Hunts Grove Extension dwellings on these junctions represented 3% of the total impact estimated on the junctions. The proportional cost of the total mitigation package GCC highways would be seeking is £127,274. This level of contributions to the strategic network package is agreed in principle by the site promoters.</p>	
Essential Infrastructure: Public Transport	
<p>The IDP identified that development at Hunt’s Grove and East Quedgeley could support improvements to two strategic bus routes: Stroud – Stonehouse – Gloucester; and Dursley – Gloucester. Further to the IDP the Site Allocations Policy SA4 identifies that several components should be delivered to ensure the new community is cohesive and sustainable. Policy SA4 states bus shelters and stops should be delivered at appropriate locations to serve the new development and contributions should be made towards bus serves to improve frequency and quality. In addition SA4 identifies that land should be safeguarded for a potential Discussions with the developer and the local authority indicated that the first phase of Hunts Grove delivers adequate provision of public transport facilities, with an easy walking distance to bus stops on Harefield Lane, Therefore no on site bus stops are required as part of Hunts Grove Extension (Phase II).</p> <p>The developer has safeguarded land in the Hunts Grove Extension for a potential new rail station and are currently awaiting the decision on a priority location for new station to the south of Gloucester. A business case is currently being undertaken for Hunts Grove as the preferred location.</p> <p>No contributions are anticipated instead impact on public transport is expected to be managed through planning conditions.</p>	
Essential Infrastructure: Walking & Cycling	
As part of discussions between the developer and other parties it has been agreed that Hunts Grove Phase 1 has provided adequate provision to offsite walking and cycling so no further off site contributions are anticipated.	

4.3 Flood, Water & Waste Water

Flood, Water & Waste Water	Risk to SA Delivery
Essential Infrastructure: Strategic Flood Defence (Offsite)	
No requirement for strategic flood defence in order to bring forward this allocation.	
Critical Infrastructure: Flood Defence (Onsite)	
<p>The IDP considered a site specific FRA is required and investigation into residual risk from blockage or collapse of the culvert beneath the B4008. A culvert maintenance strategy is required to periodically clear culverts. The IDP further recommended that areas open space within any proposed planning application be allocated for flood storage.</p> <p>Discussions with the developer identified that the implementation of a drainage strategy and site based SUDs solutions would ensure there would be no increase in surface water run-off rates. Adequate flood storage can be incorporated into the masterplanning of Phase 2. The cost will be borne by site promoter and dealt with through conditions.</p>	
Critical Infrastructure: Potable Water Supply	
No constraints considered in terms of water supply to the site.	
Critical Infrastructure: Waste Water	
The IDP identified spare capacity at the Netheridge STW with no land or physical constraints preventing expansion.	

4.4 Education

Education	Risk to SA Delivery
Essential Infrastructure: Early Years & Childcare	
<p>The IDP identifies the early years demand from Hunts Grove Extension to be for an additional 83 places with an associated cost of £1,031,636.</p> <p>As part of ongoing discussions between the site promoter and GCC it is considered that the developer will provide the additional places through an extension of the nursery associated with the onsite primary school in Phase I of Hunts Grove. . The Phase 1 primary school site is sufficiently flexible in size and configuration to accommodate the Phase 2 growth. A financial contribution to GCC is not required as part of Hunts Grove Extension (Phase II). The site promoter will directly fund the nursery extension.</p>	
Essential Infrastructure: Primary Education	
<div style="background-color: #e0e0e0; padding: 10px; margin-bottom: 10px;"> <p>Specified Projects</p> <ul style="list-style-type: none"> Extension of Phase I onsite 1.5 form entry primary school to a 2 form entry (to also include additional nursery provision) </div> <p>The IDP identifies the primary education demand from Phase II to be 182 places with an associated cost of £2,252,757.</p> <p>GCC and the site promoter have confirmed that a 2FE primary school will be provided in Phase I. Policy SA4 sets a provision for a primary school of sufficient scale to meet the needs of the Hunts Grove new community. Phase I makes allowance for the 2 FE primary school and the site has been sized to extend for Phase II. SA4 requires another 1 FE of provision. The site promoter will fund the school directly so no financial contribution will be made to GCC.</p>	

Essential Infrastructure: Secondary Education	
<p>GCC would seek a contribution but it is unlikely to be for the full standard based contribution. Financial contributions are required for two secondary schools - Beaufort and Severn Vale. GCC to work through a strategic capacity study to establish how many children can be accommodated at Beaufort and Severn Vale. The full standard contribution would be £4M to cover 220 places, however the contribution will be subject to viability testing and re-appraisal throughout the scheme. Ongoing negotiations between the site promoters and GCC with a current estimate of £2.45M. This negotiation is not considered a risk to delivery.</p>	
Essential Infrastructure: Further Education	
<p>No requirement has been identified through discussion sessions with infrastructure providers and the site promoter developer. The IDP indicates the need to consider off site financial contributions towards the expansion of pupil capacity to support additional 6th form aged pupils from strategic allocations. Based on GCC yield assumptions and exemptions (no requirements from flats, student accommodation or elderly supported housing) the scheme could generate 20 additional places requiring a contribution of approximately £377k. Clarification is required from GCC why no contributions are being sought.</p>	

4.5 Healthcare

Healthcare	Risk to SA Delivery
Essential Infrastructure: Primary Healthcare	
<p>Specified Projects</p> <ul style="list-style-type: none"> Committed development at Hunts Grove provides for a site for the construction of a doctor’s surgery of 0.2ha. <p>The IDP identifies the capacity of the new proposed doctor’s surgery will need to be reassessed taking account of the Hunt’s Grove Extension as well as the level of proposed development in adjoining parts of Gloucester.</p> <p>An appropriately sized site has been identified within the Phase I Hunts Grove development located within the Local Centre. The site will be marketed for a period of 10 years for a private practice. No additional financial contribution is to be provided.</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 scheme is theoretically assessed to generate the need for the equivalent of 2-3 hospital beds (acute, maternity and mental) at a maximum contribution of 220k. No agreement to a contribution has been identified through discussion sessions with the site promoter and service providers.</p>	

4.6 Community & Culture

Community & Culture	Risk to SA Delivery
Desirable Infrastructure: Libraries	
<p>Based on the IDP the contributions for Libraries would be £177,107.</p> <p>The developer’s negotiating stance is non provision at present while GCC may seek to negotiate this requirement.</p>	

Desirable Infrastructure: Community Space	
Based on the IDP the contributions for community space based on standards would be £395,466. Discussions have identified that on site provision was being made for a sports pavilion and community space funded by the developer. The building is considered to be suitably sized to allow for Phase II Hunts Grove Extension and therefore there would be no financial contribution to GCC for community space for this Strategic Allocation.	

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

Open Space, Sport and Recreation	Risk to SA Delivery
Essential Infrastructure: Open Space	
The IDP identifies demand for provision of Informal Open Space and an estimated capital cost of £15,287 in addition to costs of £392,400 for Natural Open Space and £202,331 for Play Space. Discussions with the developer and other parties considered there was adequate onsite provision identified within the Phase I masterplan (consented) and therefore there would be no further financial contribution.	
Desirable Infrastructure: Sport & Recreation facilities	
The IDP identifies demand for playing pitch provision and an estimated capital cost of £191,295 in addition to costs £307,816 for Sports Halls. Discussions with the developer and other parties considered there was adequate onsite provision for playing pitches and sport halls identified within the Phase I masterplan (consented) and therefore there would be no further financial contribution. For swimming no new build is proposed as part of emerging plans. The developer did not identify provision of facilities as swimming as a part of their proposal. A refurbishment strategy of existing provision is required and to be funded through CIL and Regulation 123list. The IDP identified a figure of £ £272,606 for Swimming as a starting point for negotiations.	

4.8 Energy

Energy	Risk to SA Delivery
Critical Infrastructure: Electricity Generation	
The IDP identifies that the anticipated demand for this allocation is 1.5MVA. The primary substation (Tuffley PSS) adjacent to the site is near capacity. WPD have provision for a new substation at Hardwicke, but progression of the scheme depends on load growth. The scheme is likely to necessitate two new 11kV circuits. No risks have been identified to delivery through developer discussions. The cost of reinforcements will be borne by the developer and form part of the site development costs within the appraisals underpinning the update of the Plan Viability Study.	
Critical Infrastructure: Electricity Transmission & Distribution	
WPD advise that the installation of 11kV circuits are not normally significant with the majority installed in the public highway. No risks have been identified to delivery through developer discussions. The cost of reinforcements will be borne by the developer and form part of the site development costs within the appraisals underpinning the update of the Plan Viability Study.	

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 the Hunt Grove Extension this would generate a contribution of £176,250. No request made of developer under current negotiations. The developer has advised they would resist as it is revenue funding not contribution to identified capital projects.</p>	
Desirable Infrastructure: Fire Service	
<p>The Fire Service identified limited requirements during consultation for the wider Stroud District IDP. Contact should be made again as part of consultation on the planning application.</p>	
Desirable Infrastructure: Ambulance Service	
<p>The Ambulance Service identified limited requirements during consultation for the wider Stroud District IDP. Contact should be made again as part of consultation on the planning application. Provision of defibrillators in key public spaces anticipated.</p>	