



South Staffordshire Council

Infrastructure Delivery Plan

November 2022



Further information can be found at
www.sstaffs.gov.uk



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1. Introduction

- 1.1 Engagement with Councillors and local communities has revealed that infrastructure provision and the effects of new development on existing services and facilities is a key issue for South Staffordshire and our residents. We know that we need to plan for additional housing and employment provision through the new Local Plan, and therefore we will need to ensure that the required infrastructure is delivered alongside this. The purpose of this Infrastructure Delivery Plan (IDP) is to identify what is needed to deliver planned growth **sustainably, effectively and at the right time** in South Staffordshire.
- 1.2 The Council is working with partners and stakeholders to gain an understanding of what infrastructure projects are already planned in the district and where there are existing deficiencies. The information which has been provided has helped to inform decisions about the preferred sites to accommodate future growth in the Regulation 19 Publication Plan. The Council will continue to work closely with infrastructure and service providers throughout plan preparation to understand where infrastructure deficiencies are most acute and to identify what specific projects will be needed as a direct result of providing new housing and employment sites.
- 1.3 Following consultations in October 2018 (Issues and Options), October 2019 (Spatial Housing Strategy & Infrastructure Delivery) and November 2021 (Preferred Options) the Council has reviewed the representations received combined with the emerging evidence to arrive at an Infrastructure led strategy. This seeks to promote growth in locations that can maximise existing infrastructure provision as well as provide new infrastructure where known deficits have been identified in this IDP. A number of potential infrastructure improvements have been identified which it is anticipated the site proposals in the Publication Plan could help to address.

What is infrastructure?

Infrastructure is a broad term to define all the requirements that are needed to make places function efficiently and effectively. Infrastructure can range from large physical infrastructure such as roads and utilities; social infrastructure like health, educational and cultural programs, projects, networks and facilities; through to Green Infrastructure such as open spaces and allotments.

2. Understanding and planning for infrastructure needs

How the IDP sits alongside the Local Plan

- 2.1 Developing an IDP is an iterative process, with the document being updated as infrastructure requirements to support growth emerge through preparation of the Local Plan. As such, this IDP is a 'live document' that will be updated regularly as new information is provided by infrastructure providers and as options for growth are refined through the Local Plan.
- 2.2 A new IDP will be published at each consultation stage of plan making to set out what infrastructure is required for the development identified in that plan.
- 2.3 The role of this IDP is to identify the district's baseline infrastructure requirements as well as known requirements that have emerged through engagement with infrastructure providers to date. This will include:
 - A summary of current infrastructure provision
 - Infrastructure projects underway or scheduled
 - Known infrastructure deficiencies
- 2.4 The IDP is updated to accompany each stage in the development of the Local Plan. Prior to publication of the updated IDP engagement with infrastructure and service providers takes place to update the status of scheduled infrastructure projects and the scope of known deficiencies. The information obtained from these consultations is presented in the schedule of infrastructure projects (Appendix A).
- 2.5 Consultation on the IDP with infrastructure and service providers, developers, residents, and other stakeholders will take place alongside consultation on the various iterations of the Local Plan to ensure the IDP reflects the most up to date situation from the infrastructure providers' perspective. The IDP will be updated all the way up to adoption of the Local Plan and beyond reflecting that information (such as detailed costing for highways improvements) can often be refined up until planning applications being submitted.

Working with Members

- 2.6 Engagement with local Members on the direction of the new Local Plan has revealed concerns about the adequacy of infrastructure in the district, with a sense that population growth and cuts to services is putting an undue strain on local infrastructure and services.
- 2.7 Members know first-hand the pressures that their communities are facing and therefore it is important that we harness their knowledge when identifying the key infrastructure priorities. Regular Member engagement sessions are being held throughout preparation of the Local Plan, including specific sessions on infrastructure, to ensure that the locations for proposed growth are able to address identified infrastructure issues as far as possible.

Working with infrastructure providers and partners

- 2.8 Partnership working with providers is essential in order to understand the cost, source of funding, timescales and responsibilities for delivery of required infrastructure. Working closely with providers will also highlight:

- The locations where the existing infrastructure has head room capacity to accommodate additional growth and the level of growth that would represent a tipping point
 - What essential infrastructure is needed to support growth proposals
 - What evidence has been produced to support the need for identified infrastructure projects
- 2.9 Gaining information from infrastructure providers and partners can prove challenging. Some providers, such as utility providers, tend to be reactive in terms of providing infrastructure, only providing it where their modelling shows there is a lack of capacity and where they have sufficient confidence that the new development requiring the connection will be built. In other instances, infrastructure needs may be identified but not made public due to commercial sensitivities.
- 2.10 Staffordshire County Council (SCC) is a particularly important partner with responsibility for key areas of infrastructure such as highways, education and flood risk. The Council already enjoys a strong relationship with the County Council which provided information to identify the baseline.
- 2.11 In September 2018, SCC hosted a consultation day where officers met individual teams in order to get an initial understanding of infrastructure capacity. Regular meetings with the individual teams have continued to support the progress of the plan, and to understand the infrastructure needed to deliver specific sites. Further details of engagement undertaken to date with SCC and other infrastructure providers are included in Chapter 5.
- 2.12 Staffordshire County Council has also undertaken a Strategic Infrastructure Study across the County which included the involvement of the district councils – which identified high level infrastructure deficiencies. This will form a key document to support bids for infrastructure funding.
- 2.13 The Council also has a formal partnership with Staffordshire County Council, known as the South Staffordshire Growth Agreement, to deliver a variety of Economic Growth, Skills and Health priorities, all important aspects of the current and future physical and social infrastructure of the district. Moving forward, this partnership will be critical to how we deliver the strategic, social, and environmental infrastructure required to support future inclusive growth in South Staffordshire.
- 2.14 As the Published Plan proposes a number of urban extensions adjacent to neighbouring authorities, partnership working has taken place and will continue with these authorities and other cross boundary agencies. For example, discussions will continue with representatives from the Integrated Car Board (ICB) and NHS England in the Black Country to understand the cross-boundary implications of growth on health provision.

Evidence base

- 2.15 In addition to potential joint evidence gathering with SCC, the Council has produced or is in the process of producing a suite of evidence-based documents to support and justify decisions in the Local Plan, including decisions on infrastructure requirements. These include:

- Rural Services and Facilities Audit - this is the key evidence base document used to inform the settlement hierarchy and provides a baseline understanding of what local shops and services - such as schools and GP practices - are located in South Staffordshire's villages. Updated version completed 2021
- Playing Pitch and Sports Facilities Audit and Strategy – the audit and strategy identifies gaps in sports and playing pitch provision within the district and provides broad costings for the necessary works. Completed 2020.
- Open Space Audit and Standards Paper – This study will be used to inform new standards for on and off site open space provision. This will ensure that new sites coming forward provide the correct type and quantity of green infrastructure including associated equipment such as Multi Use Games Areas (MUGAs). Completed 2020.
- Strategic Flood Risk Assessment and Water Cycle Study – Level 1 Flood Risk Assessment (2019) and Phase 1 Water Cycle Study (2020) have been finalised. These studies will support the application of the flood risk sequential test and informed by Severn Trent modelling will help ascertain if upgrades to the water treatment plants and associated sewage infrastructure will be required as a result of growth proposals. On request of the Environment Agency, a Level 2 SFRA has also been completed that undertakes additional detailed modelling for sites within the flood plain (albeit areas proposed for public open space/SUDs).
- Brinsford Strategic Park and Ride Feasibility Assessment - the Council's preferred infrastructure-led strategy seeks to deliver one of the Council's longstanding infrastructure priorities – a Strategic Park and Ride at Brinsford.
- Viability Study – the study tests the viability of development proposals including the costs associated with the required infrastructure to deliver sites. Abnormal costs associated with a development, such as remediation works, may reduce the scope to deliver much needed infrastructure. The Viability Study will determine, in broad terms, if the proposed infrastructure is feasible in financial terms, and therefore whether the proposals and policies in the plan are deliverable. A stage 2 is now complete that refines costings and look in greater detail at specific sites (notably the four strategic housing allocations) to understand the impact on viability of the policy requirements and infrastructure these sites will be required to deliver.
- Concept Plans and Vision and Objectives (strategic sites) – The Council appointed masterplanning specialists Hyas to prepare concept plans and vision and objectives for the four strategic housing allocations to help support their delivery. These were developed in conjunction with the site promoters and involved engagement with key infrastructure providers and local district and parish councillors. These set the framework for further work (set out in Policy MA1 of the Publication Plan) that will see a comprehensive masterplan being developed to support the initial planning application for the sites.
- Strategic Transport Assessments – The Council worked collaboratively with promoters of the four proposed strategic housing sites included within the Local Plan to ensure that the transport impacts of these larger scales (including cumulative effects) are understood prior to allocation, allowing the scope of likely mitigation requirements to

be indicatively established. These documents have been prepared in draft in collaboration with all relevant highways authorities and will be updated throughout the plan's preparation.

- 2.16 In addition to evidence produced or commissioned by the Council, site promoters for sites proposed for allocation will often submit technical studies through representations supporting their site, including evidence to demonstrate that their site, and the required infrastructure is deliverable.

3. Delivery mechanisms

- 3.1 Delivering infrastructure can be very challenging due to competing pressures and the often high cost associated with projects. With public sector resources being limited, there is a need for private sector input to deliver infrastructure. Often this can only be obtained where the infrastructure is necessary to make the development acceptable in planning terms, and where it is possible to secure provision through relevant planning obligations and conditions. New development will need to be supported by new infrastructure where there is an evidenced need, and this will need to be at the cost of the developer. Development will not be proposed through the Local Plan unless it has been robustly demonstrated that the development will provide or facilitate the necessary infrastructure.

Section 106/Section 278 agreements

- 3.2 Developer contributions have a significant role to play in infrastructure delivery, such as site related highways, sustainable transport improvements and the provision of open space. The Council will seek to be proactive and use its planning powers, particularly Section 106 Agreements and Planning Conditions, as necessary to deliver infrastructure.
- 3.3 These agreements are commitments from developers to fund projects which will meet the needs created by their development. In line with paragraph 57 of the National Planning Policy Framework (NPPF), developer contributions must be:
- necessary to make the development acceptable in planning terms
 - directly related to the development
 - fairly and reasonably related in scale and kind to the development

Community Infrastructure Levy (CIL)

- 3.4 A CIL is essentially a roof tax on certain types and sizes of new development. A CIL viability study identifies which types and sizes can realistically afford to pay the levy with any monies collected through CIL then spent on local infrastructure priorities detailed on the authority's CIL '123 list'.
- 3.5 The Council's stage 1 viability study considered what headroom may be available for a CIL to be charged, but it is for the Council to consider the best mechanisms for delivering infrastructure, and whether a CIL forms part of the Council's strategy for this. The timescales associated with building up CIL funds means that it can be better suited to meeting local small scale infrastructure delivery, rather than significant infrastructure items such as highways improvements. The approach taken in the new Local Plan of asking for greater levels of infrastructure/enhancements through policies means there is little to no headroom to charge a CIL on top of the predicted policy costs, as confirmed by the stage 2 viability study. In determining our infrastructure delivery strategy, the Council is also mindful of the Government's Levelling Up and Regeneration Bill planning reforms, which are seeking to abolish CIL (and Section 106 to a large extent) and replace it with a single infrastructure levy. Given this, and pooling restrictions relating to Section 106 being removed, the Council sees little merit in introducing a CIL at this current time.

Public sector funding

- 3.6 Infrastructure will also be delivered directly by providers, where priorities have been identified in their business plans. Sometimes these providers may be private businesses that offer a public service and are required to reinvest their revenue in capital infrastructure projects, such as Severn Trent Water. Other providers may be arms-length Government organisations such as the Environment Agency that obtain their funding direct from central Government.
- 3.7 Other funding may be available for infrastructure through grant funding, although it is acknowledged that competition for accessing funding streams has increased over recent years. Recent grant funding programmes offered by the Government include One Public Estate, Planning Delivery Fund and Housing Infrastructure Fund.
- 3.8 In addition, there may be future opportunities to access Local Enterprise Partnership (LEP) Growth Deal funding (or subsequent replacements) through working with Staffordshire County Council and the Stoke and Staffordshire LEP, as well as other sources such as National Lottery funding.
- 3.9 The Council successfully bid for One Public Estate funding in 2017 and worked with partners to appraise development options that would see a more efficient use of local assets - including South Staffordshire Council's offices in Codsall - and facilitate the delivery of new community infrastructure. This has now being completed with the creation of a Codsall Community Hub incorporating council offices, GP services, community library, and space for local businesses and community groups.

4. Current provision

Physical Infrastructure

Highways

- The north of the district is crossed by the M6 and M54 motorways and is the location of the terminus of the M6 Toll motorway.
- The A449 provides a north south corridor through the district linking into Stafford and the West Midlands and is designated as trunk road between the A5 and M54, as well as a link southward into Worcestershire.
- The A5, A41, A454 and A458 provide east-west links into the West Midlands and the A5 is designated a trunk road to the east of the A449.
- The M6, M6 toll, M54, A449 (between the M54 and A5) and the A5 (east of the A449) form the Strategic Road Network (SRN) in the district with Highways England responsible for their maintenance and highway improvements.
- The remainder of the highway network (except for private roads) is the responsibility of Staffordshire County Council.
- Staffordshire County Council has produced a District Integrated Transport Strategy for South Staffordshire (October 2017) providing key information on issues such as roads requiring essential structural maintenance, road safety and other local transport issues (see Appendix A).
- The preferred route (Option B west) for a new M54 to M6 link road was announced in 2018 that will help address congestion on this stretch of A460 which is currently at capacity. The Development Consent Order (DCO) examination relating to this application closed April 2021 and the Secretary of State approved the DCO in April 2022. The scheme is programmed for completion in 2024-25.

Public transport

- Except for some of the larger villages, public transport in South Staffordshire is generally poor, with links between north and south of the district particularly lacking.
- All rail stations and local services in South Staffordshire are managed and provided by West Midlands Railway. Stations are located at Codsall, Bilbrook, Ladywood and Penkridge, with lines running to Shrewsbury, Birmingham, Stafford and Wolverhampton. Residents in the south of the district are also likely to directly access rail stations within the West Midlands conurbation such as Stourbridge Junction or Wolverhampton. Recent upgrades have seen the electrification of the Chase line serving Ladywood station. A business case promoting the electrification of the Shrewsbury line serving Bilbrook and Codsall has been submitted to the Department of Transport by Midlands Connect.
- Over 90% of the bus network is provided on a commercial basis by private bus operators, including National Express West Midlands, Arriva, Select Bus and Diamond Bus.
- In more rural parts of the district, bus services are poor, with a greater reliance on publicly resourced bookable bus services, particularly targeting individuals with mobility difficulties and other health issues.

Cycle paths and footways

- Staffordshire County Council has produced a Local Cycling and Walking Infrastructure Plan 2021-2031. The focus of the strategy is to target areas where there is the greatest demand and the largest potential to transfer short journeys to walking or cycling.
- Staffordshire County Council is responsible for the maintenance of Public Rights of Way including key routes such as the Staffordshire Way. Parish councils have the power to maintain footpaths or bridleways in their area but this does not remove responsibility from the County Council.
- General issues on the network include poor surfacing, overgrown vegetation and a lack of signage.
- The extensive network of canals in the district including sections of the Staffordshire and Worcestershire Canal, Shropshire Union Canal and Stourbridge Canal provides important pedestrian and cycle links.

Car parking

- There are varying levels of parking provision in the main Tier 1 and 2 villages, with inadequate parking often highlighted by residents as a key deficiency
- A specific need for new long stay parking was identified to serve Codsall railway station with a planning application for a 30 space car park approved in March 2017. This was implemented a few years ago and is now in use.
- Staffordshire County Council's ITS has also identified parking issues for Brewood village centre.
- The SAD has included a new car park within the planning requirements for the housing allocation site at Cheslyn Hay, to provide additional parking for Cheslyn Hay High School and leisure centre.

Utilities (electricity and gas)

- National Grid has six high voltage overhead lines within South Staffordshire Council's administrative area forming an essential part of the electricity transmission network in England and Wales.
- Western Power Distribution owns and operates the local electricity distribution network in South Staffordshire.
- National Grid also owns and operates the gas transmission system and owns four of the UK's gas distribution networks, including a high number of gas distribution apparatus within the Council's administrative area.

Drainage (water and sewers)

- Severn Trent Water (STW) is the statutory sewage and water body for the district.
- Most new development sites having a road constructed will need a new water main which will then need connecting to the existing network - STW offer to do this or the developer can decide to use an accredited Self Lay Provider (SLP).
- Most new developments that are having new roads constructed also require new sewer construction which will need to be designed by the developer. STW will adopt these, subject to a legal agreement, provided they are designed to current industry standards and following an inspection.

- STW currently have no strategic projects planned in the district, although there are a number of schemes looking to address localised flooding issues as detailed in Appendix A.
- South Staffs Water also operates in South Staffordshire supplying drinking water to parts of the district.

Flood risk mitigation

- Staffordshire County Council, as the Lead Local Flood Authority (LLFA), is required to produce a Local Flood Risk Management Strategy (LFRMS). This assesses the risk of flooding in the county and identifies where funding can be sourced to manage that risk.
- Funding for day to day work is allocated by the Department for Food and Rural Affairs (Defra) based on the individual risk each local authority faces.
- The amount of central Government funding that individual schemes attract is based on the benefits of a scheme (primarily the number of residential properties protected) and the amount of funding secured from 'other' sources, including public and private funds.
- The LFRMS identified Brewood as one of the top 10 rural areas and Perton as one of the top 10 urban areas with properties at risk from surface water and small watercourses in Staffordshire.

Minerals and Waste

- Staffordshire County Council is the minerals and waste authority responsible for implementing the Staffordshire and Stoke-on-Trent Joint Waste Local Plan 2010-2026 and the Minerals Local Plan 2015-2030.
- Clay from quarries in the district (with long term permissions) is used to supply brick works in Walsall and Warwickshire, with a number of mineral safeguarded areas identified in the northeast of the district.
- The largest waste facility in the District is an Energy Recovery Facility located at Four Ashes. This was developed through a partnership between Staffordshire County Council and the facility operators Veolia.

Broadband and telecommunications

- The Gigafast Staffordshire project is a partnership between Staffordshire County Council, Broadband Delivery UK (BDUK) and BT, which will bring superfast broadband to 96% of homes and businesses across Staffordshire, and provide access to superfast speeds of over 24Mbps.
- Ofcom broadband coverage mapping confirms that all Tier 1 to 3 villages are covered by either superfast or ultrafast broadband.
- Public funding is focused on bringing faster broadband services to areas of the county that are not expected to receive private investment i.e. rural locations outside the commercial roll-out area.

Social Infrastructure

Education

- Staffordshire County Council is the Local Education Authority (LEA) and has a statutory responsibility to ensure that there are sufficient school places for children in the area.
- There are a number of academies in the district who can decide whether or not to expand, however the LEA will seek to negotiate and agree with all schools to grow voluntarily if there is a need in the area.
- Most residential developments will generate the need for additional school places and therefore a financial contribution to fund these will often be sought by the LEA secured through a Section 106 agreement. In most cases, additional school places can be created within existing classes, or sometimes there is scope to extend the school to create new classrooms. Where there is agreement between the LEA and an academy for it to extend, then the LEA will provide the Section 106 monies to the academy to provide the additional pupil places. Where none of the LEA schools can expand in an area, or none of the academies are able (or willing) to extend, then great weight against the residential proposal should be given, unless the scale of the residential proposal (and the Section 106 monies from it) is sufficient to fund a new school.
- Most parts of the district operate on the two-tier system (i.e. primary and secondary schools), whilst others areas have 3 tiers (e.g. Codsall, Perton, Bilbrook, Pattingham and Brewwood which operate first, middle and high schools).
- Each school has a Published Admission Number (PAN) which is the number of pupils that the school can admit into reception (first) or Year 5 (middle) or Year 9 (high) each year. The PAN is determined each year and is set in line with the physical accommodation available at a school. In the majority of schools the PAN won't change each year. A school needs to provide sufficient accommodation for the PAN.
 - A first school with a PAN of 30 is known as a one form entry (1FE) school. The total number on roll (i.e the number of children in the school) that the school should have is 150 pupils (30 x 5 year groups)
 - A middle school with a PAN of 120 is known as a four form entry school, (as there are four forms of 30) The total number on roll that the school should have is 480 pupils (120 x 4 year groups)
 - A high school with a PAN of 150 is known as a five form entry school, (as there are five forms of 30). The total number on roll that the school should have is 450 pupils (150 x 3 year groups)

Health

- All Tier 1 and 2 villages have GP practices. However, higher order health needs of residents, such as hospitals, are provided through facilities in neighbouring towns and cities.
- Practices can apply for an Estates Improvement Grant, with the process undertaken on an annual basis starting in the autumn. Penkridge Medical Practice recently completed works for additional clinical space within the existing building following a successful bid.
- There are no waiting time standards for non-urgent primary care GP appointments – this is reflective of the NHS focus on clinical triage and urgent need. Practices in the district are engaged in a number of schemes to increase efficiency such as active

signposting and workforce optimisation (e.g. removing some of the administrative burdens from GPs).

- The ICB, NHS England, GPs and other partner organisations have a role in reviewing the NHS estate in the district including identifying where facilities are no longer fit for purpose and ensuring the estate is utilised efficiently to its fullest potential. The NHS offers access to estates Improvement Grants where renovation improvements or a need to expand has been demonstrated. Relocating to new practices can present a number of challenges including the lack of suitable alternative sites and staff recruitment issues.
- Staffordshire County Council is responsible for social care, with a wide range of needs present locally from the very young to the elderly. The Government has recently published a white paper setting out proposed reforms which aim to integrate the provision of health and social care services.
- The Staffordshire Health and Wellbeing Board (HAWB) brings together local authorities, the NHS, public health, adult social care and children's services, including elected representatives and Local Healthwatch to plan how best to meet the needs of the population and tackle local inequalities in health. The Staffordshire HAWB has a duty to produce a Health and Wellbeing Strategy, with the current one covering the period 2022-2027.

Retail

- All of the district's Tier 1-3 villages have local shops. The level of provision varies from village to village with some of the Tier 1 and 2 villages such as Codsall, Penkridge, Perton and Wombourne having supermarkets.
- Residents' higher order retail needs are largely served by neighbouring towns and cities.
- The Rural Services and Facilities Audit (2019) considered the relative level of service provision in our village centres.
- It is anticipated that any large residential allocations (500-1000 plus dwellings) coming through the new Local Plan would provide a local centre.

Emergency services

- Staffordshire Police, Staffordshire Fire and West Midlands Ambulance Services make up the emergency services operating in South Staffordshire.
- Over recent years new infrastructure for the emergency services has been developed in the district including new fire stations at Bilbrook, Penkridge and Kinver.
- Alongside Wombourne and Brewood fire stations, these make up the five community fire stations operating in the district.
- A number of police stations have closed in recent years in Codsall, Wombourne and Kinver; however, the police have recently relocated into the Codsall Community Hub and Watling Street (Gailey) station remains open.

Leisure and Wellbeing

- There are currently 4 leisure centres in South Staffordshire at Penkridge, Codsall, Cheslyn Hay and Wombourne which are managed and maintained by South Staffordshire Council. There are also numerous private sports facilities and clubs covering a wide range of sports from rugby to crown green bowling.

- A £3.4 million scheme of refurbishments was recently announced for the leisure centres at Penkridge, Wombourne and Cheslyn Hay this follows a refurbishment to Codsall leisure centre which took place in the late 2000s and a recent full upgrade to the Codsall leisure centre gym. In addition, a new outdoor synthetic pitch was opened at Wombourne leisure centre in April 2022.
- A new Sports Facilities and Playing Pitch Audit and Strategy has been completed which identifies possible improvements to facilities arising from new development proposals in the emerging Local Plan, changes in demographics and the deteriorating condition of existing facilities.

Community hubs/centres

- Across South Staffordshire there is a strong network of community hubs/centres that frequently double up as parish council offices/village halls and are often a focal point for community events in villages. This includes the Codsall Community Hub which was officially opened in July 2022 and is occupied by council offices, police, library services, a GP surgery and local businesses and community groups. .
- Library services are provided by SCC with a total of 8 libraries in the district at Brewood, Cheslyn Hay, Codsall, Great Wyrley, Kinver, Penkridge, Perton and Wombourne.
- Proposals for more self-service technology, greater use of volunteers and community managed libraries form part of SCCs strategy for the continued transformation of its library services. This has recently seen the transfer of the day to day management of Penkridge, Cheslyn Hay, Kinver and Brewood libraries to Community Managed Libraries.

Green Infrastructure

Open space and designated environmental assets

- The rural nature of South Staffordshire means that there is an abundance of open space within our villages and in the surrounding countryside which are well connected by a network of public footpaths.
- There are a number of designated environmental assets, such as Kinver Edge Site of Special Scientific Interest (SSSI) and parts of Cannock Chase Area of Outstanding Natural Beauty (AONB).
- The Council is in the Cannock Chase Special Area of Conservation (SAC) Partnership that seeks to implement measures to mitigate adverse impacts from new residential properties on the SAC, arising from recreational pressures. Monies are currently being collected within 15km of the SAC.
- A refreshed Open Space Audit has been undertaken to re-examine the quality and accessibility of existing public open space and identify where additional provision may be needed. National policy requires that we set out Green Belt loss compensatory measures including improvements to the environmental quality and accessibility of remaining Green Belt land.
- The rural nature of the district means there are a number of biodiversity rich habitats and mechanisms for biodiversity net gain will need to be introduced through the Local Plan.

Allotments

- A desire for sustainable living has seen an increased demand for allotments which are often managed by the parish council.
- There are a number of existing allotments located throughout the district in the following locations:
 - Newgate Allotments, Pattingham
 - Sandy Lane Allotments, Codsall
 - Watery Lane Allotments, Codsall
 - Allotments off Pendeford Mill Lane, Bilbrook
 - Allotments to the rear of Chambley Green housing, Coven
 - Wolgarston Way Allotments, Penkridge
 - Francis Green Lane Allotments, Penkridge
 - Pinfold Lane allotments, Cheslyn Hay
 - Boundary Lane Allotments, off Boundary Way, Lower Penn
 - Ball Lane Allotments, Coven Heath
 - Allotments, Swindon Road, Swindon
- New allotments were identified through the Council's Site Allocations Document at Perton, Wombourne and Great Wyrley.
- The masterplanning process for the strategic housing allocations will consider if any further allotment provision is needed, informed by discussions with parish councils.

Canals and Rivers

- A number of canals run through the district, most notably the Staffordshire and Worcestershire Canal and Shropshire Union Canal. The River Penk also runs through the district.
- Engagement with the Canal and River Trust throughout Local Plan preparation will assist in identifying any infrastructure needs relating to canals and rivers, although it is acknowledged that the Local Plan may have limited scope to address these.

5. Infrastructure led strategy

The Publication Plan

- 5.1 The council is currently consulting on the Publication Plan (Regulation 19) from 11th November 2022 until 23rd December 2022. This plan identifies development sites which will help to deliver the preferred infrastructure led development strategy. The distribution of proposed development has been influenced by the settlement hierarchy with larger and better-connected settlements generally attracting a greater share of growth. In addition, the development strategy identifies a number of urban extensions situated to the north and west of the West Midlands conurbation and to the south of Stafford.
- 5.2 This infrastructure led strategy reflects the Council's desire to see growth that does not put a strain on existing infrastructure, and where possible delivers new infrastructure benefits, whilst also reflecting national policy requirements by ensuring growth is situated in locations with good access to sustainable public transport, or where brownfield opportunities exist. In setting the apportionment of growth to different villages and broad locations regard has therefore been had to what infrastructure could be delivered. In many cases these reflect infrastructure opportunities and where known deficiencies exist which have been confirmed by the infrastructure provider (e.g. need for a First School for Codsall/Bilbrook).
- 5.3 The level of growth identified for specific locations is proportionate to the type of infrastructure that can be provided: i.e larger allocations can facilitate more significant new infrastructure provision e.g. a school or improvements to sports and leisure facilities; whereas smaller allocations are directed towards the smaller villages with less existing infrastructure and where no opportunities for specific new infrastructure have so far been identified. Regard has also been had to the relative level of existing services and facilities in villages - informed by the Rural Services and Facilities Audit 2021 - and opportunities for development to make the most of existing infrastructure provision when setting levels of housing growth.
- 5.4 The preferred infrastructure led strategy also includes growth proposals away from the villages but adjacent to Stafford Borough and the western and northern edges of the Black Country. On the northern edge of the Black Country in particular, there are preferred site options that will see large Sustainable Urban Extensions in excess of 1000 dwellings. These will create new infrastructure demand to serve the new residents. However, much of this infrastructure will be delivered on site so as to create communities with a high degree of self-containment, without relying on accessing infrastructure in neighbouring villages. This will include provision of local shops, community facilities and a First/Primary school, whilst having good access to higher-order facilities in the adjacent urban area.
- 5.5 Where smaller development options are being proposed adjacent to the urban conurbation, these will not be of a scale to facilitate significant on-site infrastructure provision; however such options will be situated with active travel and sustainable transport links to a good range of services and facilities in the neighbouring urban areas, and again the use of these reduces pressure on infrastructure in nearby South Staffordshire villages.

Work to date with infrastructure providers

- 5.6 Engagement with infrastructure bodies has been on-going through the process of plan development to arrive at the stage of selecting preferred site options and understanding what infrastructure is required to make new proposed development acceptable in planning terms. The principal purpose of such engagement is to identify where infrastructure restrictions may

cause a potential site to be undeliverable and also to identify what mitigation measures may be necessary to enable a site to be delivered. Further engagement will be on-going with site promoters and infrastructure providers throughout the preparation of the Local Plan and in the lead up to planning applications being submitted to ensure new developments are supported by the necessary infrastructure.

- 5.7 The Infrastructure led strategy is reflective of the Council's concerns about the impact that development has had on local infrastructure. Member engagement has revealed concerns around the following infrastructure types which have been the focus of discussions with providers to date:

Highways and sustainable transport

- 5.8 The Council has maintained an ongoing dialogue with officers from Staffordshire County Council (SCC) to discuss concerns around highway capacity and congestion, EV charging and opportunities for sustainable and active travel. In September 2018 discussions revealed that there were currently very limited highways modelling available for South Staffordshire. Capacity at the A460 was a known issue that would be addressed through the M54-M6 link road, but apart from this, SCC were not aware of any other roads/junctions that were at capacity at that time. Furthermore, no issues with the level of development proposed in the Site Allocation Document (SAD) allocation sites on the wider highway network were raised during the SAD adoption by SCC; although the larger sites would be required to undertake a Transport Assessment to consider the impact on specific junctions and any necessary mitigation.
- 5.9 In June 2019, officers also met with National Highways (NH) to discuss the evidence base that is needed to assess the impact on the Strategic Road Network, for which they are responsible. HE revealed that traffic modelling will be required for the northern part of the district around the A449/M54 corridors. Similar to appraising the local network, the scope of this work is dependent on the site-specific locations of planned strategic development. SCC have been working closely with NH to determine a proportionate approach that ensures impact on the Strategic Road Network are considered through the plan and can inform the highway infrastructure improvements that are needed to support development. The approach proposed was to use a version NH's M54 – M6 SATURN model that was developed for the M54/M6 link road DCO. In June 2021 a methodology for its use was agreed in principle between NH and SCC that would forecast routes taken by traffic generated from the proposed South Staffordshire allocation sites and the estimated quantity of traffic within the periods modelled. Engagement with City of Wolverhampton Council took place in developing the approach, with the output being used to identify distribution of trips from new development to junctions in the surrounding (including cross boundary) in order to inform where specific junctions may require upgrades/mitigation as a result of the new development. SCC's high-level analysis of traffic impacts of the large strategic housing allocations using the SATURN model was set out in their representation to the Council's Preferred Options consultation in December 2021.
- 5.10 In early 2022 this information was shared with the promoters of the four proposed strategic allocations to ensure these junctions were scoped into their Strategic Transport Assessments (STAs) in order to identify appropriate mitigation measure (to be agreed with NH/SCC/CWC). These STAs for the four sites were developed through the first half of 2022 following engagement with the district council and relevant highways authorities, with the methodology amended to reflect the feedback received. Indicative highways costs based on the STAs were

then produced and factored into the Council's Local Plan Viability Study (Stage 2) needed to help demonstrate the sites as deliverable.

- 5.11 SCC as part of their representation to the Preferred Options (Regulation 18) Local Plan consultation also provided analysis of opportunities for increased connectivity (walking/cycling path links) having regard to the location of proposed allocations. These will form the basis of future discussions with site promoters and will inform the masterplanning process for the strategic housing allocations.

Health

- 5.12 Access to GP provision has also been identified as a local infrastructure concern, in particular the issue of long waiting times to see a GP. Officers previously held a series of meetings with the Primary Care Managers over the CCGs (now Integrated Care Board – ICB) that cover South Staffordshire. Key messages to emerge from these discussions include:
- In order to provide general medical services effectively and sustainably, NHS Guidance suggests a practice list size of approximately 10,000 is ideal; the CCGs confirmed this is a guide and practices can operate effectively above and below this number dependent on local circumstances.
 - Confirmation that based on the current population none of the practices have quality (capacity) issues with all practices below the optimum 10,000 practice population. Some recruitment and retention issues persist.
 - There are no specific waiting time standards for non-urgent primary care appointments, and it is accepted that there are occasions when patients may have to wait a number of weeks to see a specific doctor for such non-urgent appointments – this is reflective of the NHS focus on clinical triage and urgent need where patients will be seen on the day when deemed necessary.
 - Practices are engaging in a number of schemes to increase efficiency and reduce waiting times and pressures on GPs capacity, including:
 - Active Signposting - designed at educating patients on when there may not be a need to see a GP, and to direct them towards the most clinically appropriate person.
 - Workflow Optimisation - helps to remove some of the administration burden from GPs (i.e. ensuring other members of staff are able to undertake some of the administrative tasks that traditionally sat with the GPs, in order to increase GP appointment slots).
 - Online access to appointment booking and patient records
 - There is also a shared home visit service that the GP practices are able to access called Acute Visiting Service for patients in need of a home visit where the practice were not able to provide a home visit that day.
 - An extended access service is also offered, providing access to appointments at evenings and weekends available at other local surgeries where people are able to travel.
- 5.13 Throughout the preparation of the Local Plan engagement has taken place with the senior estates manager and estates lead covering the Black Country and Staffordshire. This has included joint meetings with the NHS Estates team, ICBs and the Black Country authorities to consider the implications of planned growth on health infrastructure. Through discussions to date it has been confirmed that the level of growth proposed through the plan (even on our largest site at Linthouse Lane: circa 2000 homes delivered including beyond the plan period) will not require new on-site GP practices. This in part reflects the NHS move towards larger health facility hubs serving wider catchments. However, it is also clear that new

development will have an impact on health services and that financial contributions will therefore be required to mitigate their impact. The ICB have also been engaged in the process of developing concept plans and vision and objectives for the four strategic housing allocations in the emerging Local Plan and will continue to be engaged as the masterplans for the sites develop to recognise that health objectives should be designed into new developments from an early stage.

- 5.14 Through this engagement it was discussed how introducing a health infrastructure policy through the Local Plan, and a process where the ICB/NHS is consulted on new developments to determine whether a contribution towards health infrastructure is required, is supported in principle. Following these discussions and to reflect the infrastructure-led approach to the Local Plan, the Regulation 19 Publication Plan includes a policy specifically relating to health infrastructure (Policy HC14), seeking financial contributions where required and subject to meeting the tests for planning contributions. The Staffordshire and Stoke-on-Trent ICB have recently appointed a planning lead to oversee representations to Local Plans and comments on planning applications, and so are now taking a more proactive approach in seeking contributions towards health from new developments. The NHS are currently undertaking an estates review that will inform health infrastructure needs, factoring in increased housing growth, will be over the plan period.

Education

- 5.15 The issue of capacity of the district's schools to admit local children has also been raised by the Council and local residents. Work with the School Organisations Team (SOT) at Staffordshire County Council has been ongoing for a number of years to ensure that school place planning is taking account of development proposals coming through Local Plans. Engagement with the SOT to date has revealed:
- Dependent on the amount of new development within a school catchment area, there may be a need to provide new schools where expansion of existing ones is not possible. Typically, development(s) of 750 homes and upwards may generate the need for a new first or primary school, and development(s) of 5000 homes generate a need for a new secondary school.
 - Ongoing dialogue with the County Council has confirmed that growth proposals at Codsall/Bilbrook will trigger the need for a new First School to be delivered through the Local Plan. This is reflected in the infrastructure led strategy for Bilbrook/Codsall where it is proposed that the preferred site will need to deliver a 1.5FE First School, with land to expand to 2FE.
 - Confirmed that growth above the level proposed for Codsall/Bilbrook in the Publication Plan would result in capacity issues at Middle School level
 - Level of growth proposed for Penkridge will facilitate a need for a new First School
 - The level of growth proposed at other villages is not projected to facilitate the need for a new First or Primary school.
 - The level of growth proposed at the northern edge of the Black Country, at Land at Cross Green and Land north of Linthouse Lane will facilitate the need for new first/primary school to be delivered on site.
 - Any location for a new school will need to be of regular shape, level topography, drained and free from contamination and other adverse ground conditions. It will need to be serviced and suitable for the phase of education proposed with a suitable vehicular access point from the adopted highway.

- 5.16 Indicative costs for new school provision have been provided by Staffordshire County Council and are set out below:

School Type	Minimum Form Entry	Land required	Estimated cost (2018 Q2)
First School	1 FE (150 places)	7,635 m ²	£3.8 million
Primary School	1 FE (210 places)	11,415 m ²	£4.9 million
Secondary School	5 FE (750 places)	70,136 m ² – 86,076 m ²	£20 million plus

- 5.17 Throughout the development of the Local Plan, discussions took place between planning officers and the education team at Staffordshire County Council and City of Wolverhampton Council. From these discussions, it was confirmed that existing and new planned school provision within each of the respective Local Plan areas is sufficient absorb likely future demand for school places arising in these areas – i.e there will not be a reliance on Wolverhampton schools to accommodate South Staffordshire pupils and vice versa. This position is set out in correspondence between the two education authorities.

Drainage

- 5.18 South Staffordshire District Council have been engaging with Seven Trent in relation to sites being proposed for allocation within the emerging Local Plan. Seven Trent’s comments on the individual sites are provided as Appendix B.
- 5.19 An initial assessment on the scale and location of proposed allocations does not highlight any insurmountable sewerage infrastructure or surface water risks. Best practice in surface water management through use of the drainage hierarchy (discharging to; the ground, a watercourse, a designated surface water drainage system) and avoiding any increase of surface water discharge to the combined sewerage system will help to progress these developments sustainably.
- 5.20 It is highly recommended that potential developers contact Severn Trent as early as possible to confirm flow rates and intended connection points enabling a more detailed assessment. Where direct capacity improvements are required to sewerage infrastructure, Severn Trent have a duty to provide additional capacity to accommodate planned development. Such work will be phased to align with development occupancy to avoid potential inefficient investment.
- 5.21 In relation to the potential impact of surface water on sewerage infrastructure, suitable mitigation measures will be secured at the planning application stage (such as the use of SUDs) to ensure there is no unacceptable impact on sewerage infrastructure.
- 5.22 South Staffordshire District Council will continue to engage Seven Trent as the Local Plan progresses, including collaboration working on strategic approaches to managing surface water across the district.

Strategic housing allocations

- 5.23 The Local Plan proposes four strategic housing allocations that range from around 850 homes to 2000 homes. The significant level of growth that these sites will see will require far more on-site (and off-site) infrastructure than recent developments that have been built in the district. The scale of these site dictates that they will need to be comprehensively masterplanned and this process has already begun by developing concept plans and vision and

objectives for these sites as detailed in the Publication Plan, informed by engagement with key infrastructure providers. Policy MA1 of the Publication Plan sets a framework for preparing a Strategic Master Plan (SMP) that is in general conformity with the relevant concept plan and vision and objectives. As part of developing a SMP site promoters will be required to provide, amongst other things, a site-specific infrastructure delivery schedule setting out broad timing and triggers for the delivery of critical infrastructure to deliver comprehensive and co-ordinated placemaking.

- 5.24 Detailed below are known infrastructure requirement for the strategic sites at the current stage. These are not intended to be comprehensive and are simply a summary of known key infrastructure items at this point. As the SMPs are progressed further consultation by the site promoters with residents, infrastructure providers and other key stakeholders will take place with the SMPs being developed up until submission of the Local Plan and beyond. The SMPs will then be a material consideration in the determination of future planning applications. As the SMPs are developed and the detail of site's infrastructure requirements become clearer these details will be reflected in further iterations of the IDP.

5.25 **Land East of Bilbrook (Policy SA1)**

On Land east of Bilbrook the following infrastructure requirements have been identified:

Education – 1.5 FE First School with land to expand to 2FE

Green Infrastructure – network of green and blue infrastructure running through the site including central green space (including equipped play play) and off-site open space delivered to the south of the site to meet the requirements for Green Belt compensatory measures.

Retail/local centre – Small local convenience retail to serve the day to day needs of the neighbourhood

Highways – Mitigation requirements informed by TA for the site, but likely to include junction improvements/signalisation at Pendeford Mill Lane/Barnhurst Lane and Wobaston Road/Lawn Lane.

Sustainable transport/active travel – Potential new bus service in Bilbrook to serve proposed development and walking and cycling infrastructure improvements associated the site including consideration of routes to Bilbrook Middle School and canal towpath improvements on NCN route 81.

Health – financial contributions towards improvements to primary care, subject to ICB request

Playing pitches – financial contributions towards improvements (including increased capacity) to nearby existing playing pitches.

5.26 **Land at Cross Green (Policy SA2)**

Education – 1.5 FE Primary School

Green Infrastructure – network of green and blue infrastructure running through the site including central area of communal green space (including equipped play play)

Retail/local centre - Convenience retail provision to meet the needs of the new village and the nearby communities of Coven Heath, Coven and Cross Green, plus other commercial/local

employment hub/space and flexible community space to support day to day needs of the village and nearby communities

Strategic Park and Ride - Safeguarded land to facilitate future delivery of a future rail-based park and ride, comprising of a 2-platform station and 500 car parking spaces

Highways – Mitigation requirements informed by TA for the site.

Sustainable transport/active travel – Expansion of existing or provision of new bus service serving Cross Green and improved walking and cycling facilities.

Health – financial contributions towards improvements to primary care, subject to ICB request

Playing pitches – full-size sports pitches to national standard along with associated facilities to meet identified need (subject to no alternative suitable strategy to meet identified needs being identified through the masterplanning process).

5.27 **Land north of Linthouse Lane (Policy SA3)**

Education – 2 FE Primary School

Green Infrastructure – network of green and blue infrastructure running through the site including central area of communal green space

Community Park - A Community Park along with associated local facilities that could include changing facilities, toilets, café etc

Retail/local centre - A Community Hub including local convenience retail to serve the neighbourhood, other commercial floorspace to serve the day to day needs and flexible community space

Highways – Mitigation requirements informed by TA for the site.

Sustainable transport/active travel – New bus stops on Blackhalve Lane, Kitchen Lane and either additional or relocated stops on Linthouse Lane, subject to discussions with operators; and improved walking and cycling facilities.

Health – financial contributions towards improvements to primary care, subject to ICB request

Playing pitches – full-size sports pitches to national standard along with associated facilities to meet identified need

5.28 **Land north of Penkridge (Policy SA4)**

Education – 1 FE First School with land to expand to 1.5FE

Green Infrastructure – network of green and blue infrastructure running through the site including a large central green space at the heart of the development

Community Park - A Community Park along the eastern side of the development adjoining the River Penk.

Retail/local centre - A Community Hub including local convenience retail to serve the new neighbourhood, other commercial floorspace to serve the day to day needs and flexible community space

Highways – Mitigation requirements informed by TA for the site including junction reconfiguration (Cross Green).

Sustainable transport/active travel – public transport, walking and cycling improvements including potential public realm / parking / traffic management (e.g., possible one-way extensions), subject to TA.

Health – financial contributions towards improvements to primary care, subject to ICB request

Playing pitches – full-size sports pitches to national standard along with associated facilities to meet identified need

Smaller site-specific infrastructure opportunities

5.29 There are a number of often smaller villages, that have been identified for limited growth where no opportunities to deliver specific infrastructure have been identified to date. The scale of development proposed means that it would not be viable to deliver larger, more costly, infrastructure such as a new school or significant highways improvements, however there may be opportunities to deliver smaller scale infrastructure. The Publication Plan includes a number of policies that will see financial contributions for infrastructure such as towards health and playing pitches, and these policies apply equally to smaller site allocations as well as the larger strategic sites. Smaller scale infrastructure proposed in the Publication Plan on non-strategic sites includes:

- 30 space car park to serve Codsall railway station, delivered on site 224, land adjacent to Station Road, Codsall
- On site drop off parking to serve Landywood Primary School to be delivered on site 536a: Land off Holly Lane, Great Wyrley
- Community Park and allotments to be delivered next to Site 136 – Land off Landywood Lane, Great Wyrley
- Off-site green infrastructure adjacent site 576 – Land off Hyde Lane, Kinver
- Off-site public right of way improvements on land in same ownership as landowners of site 463/284: Land off Billy Buns Lane and Gilbert Lane, Wombourne.
- A41 highway improvements as a result of development of site 239: land west of Wrottesley Park Road (south), Perton.

6. Next Steps

- 6.1 Following consultation on the Publication Plan responses from infrastructure providers and other stakeholders will be considered as the plan progresses towards submission in estimated for Spring 2023. The Publication Plan will be the final draft plan before submitting the plan for examination. Engagement will continue to ensure that sites maximise infrastructure delivery and mitigate any impacts on existing infrastructure.
- 6.2 For strategic allocations, strategic master plans (SMPs) will be developed to reflect the concept plans and vision and objectives and through this process infrastructure providers and the relevant statutory bodies will be engaged to agree an infrastructure delivery schedule.
- 6.3 Statements of Common Ground will be drawn up with the allocated sites ahead of submission confirming their ability to deliver the necessary infrastructure and policy requirements.

Appendix A - Baseline infrastructure projects

State of readiness	
	Programmed with funding available/delivery confirmed
	Feasibility work ongoing/completed and/or infrastructure identified through current/emerging Local Plan
	No preferred design, funding or business case approved

Category	Project	Delivery Partners	Estimated cost	Potential source of funding	Estimated timescales	Notes	State of readiness
Physical Infrastructure							
Highways	Improvements to Gailey Island	National Highways	Not known	SCC S106 contribution (from i54 South Staffordshire development) Full funding or a delivery mechanism still to be agreed.	1-5 years	Development Consent Order for WMI approved in May 2020. This will have implications for the Gailey island	
Highways	M54 to M6 link road (Option B West)	National Highways	£175-200m	National Highways;	End of construction 2024-25	The Secretary of State approved the Development Consent order in April 2022 and the scheme is programmed for completion in 2024-25.	
Highways	ROF Featherstone access road	SCC, developer	£20m	Public sector funding; Developer contribution	By 2025, in line with M54 to M6 link road	Funded by SFG. Technical approval progressing in line with s38, s111 and NR Bridge Agreements.	
Highways	Potential junction improvements at White Hill/Meddins Lane and Meddins Lane/Enville Road, Kinver; alongside measures to increase sustainable travel to school.	SCC/developer	Not known	S106	None identified	Potential improvements/measures should be considered by the developers of identified housing sites	

Category	Project	Delivery Partners	Estimated cost	Potential source of funding	Estimated timescales	Notes	State of readiness
Highways	Potential HGV parking and routing issues relating to the WMI proposal	SCC/Developers	Not known	Section 106	None identified	Identified in District Transport Strategy: October 2017. Feasibility works has been undertaken	
Highways	Provision of electric charging points on-street and on public car parks.	SCC/Parish Council's /Developers	Circa £10K	SCC to seek to take advantage of grants and bidding opportunities, approx. £7.5k per double point	None identified	Identified in District Transport Strategy: October 2017. Kinver Parish Council have recently been successful in implementing. Staffordshire EV strategy currently being finalised.	
Highways	Delivery on a distributor road from Pendeford Mill Lane to Lane Green Road, Bilbrook	SCC/Developers	Not known	On site secured through Section 106	From 2022	Identified in the SAD to be delivered alongside safeguarded land.	
Highways	Delivery on a distributor road from Keepers Lane to Wergs Hall Road, Codsall	SCC/Developers	Not known	On site secured through Section 106	From 2022	Identified in the SAD to be delivered alongside safeguarded land.	
Highways	Improvements to the A41 Holyhead Road, Heath House Lane, Wrottesley Park Road junction	SCC	Not known	Section 106	From 2024	This is subject to an impact assessment to be provided by the safeguarded land site in Perton (site 239) that is now being allocated through the Local Plan Review. This will determine an appropriate scheme of mitigation.	
Highways	Pendeford Mill Lane/Barnhurst Lane - signalisation	SCC/Developer	Not known	Section 106 / Section 278	From 2025	Highway mitigation associated with Local Plan developments in Bilbrook	
Highways	Wobaston Rd/Lawn Lane - signalisation	SCC/Developer	Not known	Section 106 / Section 278	From 2025	Highway mitigation associated with Local Plan developments in Bilbrook	
Highways	Wolverhampton Rd/Histons Hill/Elliots Lane	SCC/Developer	Not known	Section 106 / Section 278	From 2025	Highway mitigation associated with Local Plan developments in Bilbrook	
Highways	Improved walking and cycling facilities - Bilbrook	SCC/Developer	Not known	Section 106 / Section 278	From 2025	Various walking and cycling infrastructure improvements associated with Bilbrook	

Category	Project	Delivery Partners	Estimated cost	Potential source of funding	Estimated timescales	Notes	State of readiness
						development sites including consideration of routes to the Middle School and canal towpath improvements on NCN route 81.	
Highways	Improved walking and cycling facilities – Cross Green	SCC/Developer	Not known	Section 106 / Section 278	From 2025	Highway mitigation associated with Local Plan developments in Cross Green	
Highways	Improved walking and cycling facilities – Linthouse Lane	SCC/Developer	Not known	Section 106 / Section 278	From 2025	Highway mitigation associated with Local Plan developments in Linthouse Lane	
Highways	Junction reconfiguration (Crown Bridge), public transport, walking and cycling improvements – Land north of Penkridge	SCC/Developer	Not known	Section 106 / Section 278	From 2025	Highway mitigation associated with Local Plan developments in Land north of Penkridge. potential public realm / parking / traffic management (e.g., possible one-way extensions), subject to TA	
Public Transport	Brinsford Park and Ride	Developer, Network Rail, Rail Operators, Midland Connect, SCC	£17.45 million	Developer contributions, Public Sector funding	None identified	The feasibility of a new rail station at Brinsford is currently being investigated –latest Strategic Outline Business Case produced 2022.	
Public Transport	Direct services on the Chase Line to Stafford and beyond	West Midland Railways	Not known	Investment from West Midland Railways	None identified	Identified in District Transport Strategy: October 2017	
Public Transport	Half hourly service for Bilbrook station on Shrewsbury Line	West Midland Railways	Not known	Investment from West Midland Railways	None identified	Identified in District Transport Strategy: October 2017	
Public Transport	Electrification of the Shrewsbury line, with re-signalling and increased line speed	Network Rail	Not known	Network Rail	None identified	Promoted in Midlands Connect Feasibility Study (June 2021). Business Case	

Category	Project	Delivery Partners	Estimated cost	Potential source of funding	Estimated timescales	Notes	State of readiness
						submitted to Department of Transport (August 2022).	
Public Transport	Improved wayfinding and signage from Codsall and signage from Codsall and Bilbrook railway stations, including to i54.	SCC	Not known	SCC, Section 106	None identified	Identified in District Transport Strategy: October 2017	
Public Transport	Roadside stop improvements serving bus service 16 Wombourne - Stourbridge	SCC	Not known	SCC	None identified	Identified in District Transport Strategy: October 2017. Could be subject to change from October 2019	
Public Transport	Roadside stop improvements serving bus service 15 Wolverhampton – Wombourne - Merry Hill centre	SCC	Not known	SCC	None identified	Identified in District Transport Strategy: October 2017. Could be subject to change from October 2019	
Public Transport	Roadside stop improvements serving bus service 5 Codsall - Wolverhampton	SCC	Not known	SCC	None identified	Identified in District Transport Strategy: October 2017	
Public Transport	Stops within Huntington to complete the route to Walsall (Service 2)	SCC	Not known	SCC	None identified	Identified in District Transport Strategy: October 2017. Route 2 no longer exists. Limited provision starts again in Sept 2022.	+
Public Transport	New bus service in Bilbrook to serve proposed development	SCC/Developer/Bus Operators	£150k per annum for 5 years	Section 106	None identified	Information from strategic transport assessment	
Public Transport	Expansion of existing or provision of new bus service serving Cross Green.	SCC/Developer/Bus Operators		Section 106	None identified	Information from strategic transport assessment for Cross Green Local Plan site	
Public Transport	New stops on Blackhalve Lane, Kitchen Lane and either additional or relocated stops on Linthouse Lane	SCC/Developer/Bus Operators		Section 106	None identified	Information from strategic transport assessment for Linthouse Lane Local Plan site	

Category	Project	Delivery Partners	Estimated cost	Potential source of funding	Estimated timescales	Notes	State of readiness
Cycle paths and footways	Hatherton Canal Towpath Trail	Lichfield & Hatherton Canals Restoration Trust	Not known	Section 106	1-15 years		
Car Parking	Car park for Codsall rail station	Developer	Not known	On site provision secured through Section 106 agreement	from 2024	Codsall Parish council have recently implemented 30 space car park. An additional 30 space car park is proposed on the Station Road allocation (site 224) in the emerging Local Plan	
Car Parking	Landywood Station parking (44 spaces) and public realm improvements	Developer	Not known	On site provision secured through Section 106 agreement	from 2023	Identified in District Transport Strategy: October 2017 and allocated in the Site Allocations Document. Being delivered through consented application: 21/00631/FUL	
Car Parking	On site drop off parking to serve Landywood Primary School	Developer	Not known	On site provision secured through Section 106 agreement	From 2024	To be delivered on site 536a Land off Holly Lane. Proposed in Publication Plan	
Car Parking	Car parking improvements at Penkridge station	SCC, Network Rail, West Midlands Rail.	Not known		None identified	Identified in District Transport Strategy: October 2017	
Car parking	30 space Car Park at Cheslyn Hay to serve schools/leisure centre at Saredon Road, to include 30 mph limit	Developer	Not known	On site secured through Section 106	0-5 years	Allocated in the Site Allocation Document. Being delivered through consented application: 19/00407/FUL	
Water resources and drainage	Investment to Roundhill wastewater Treatment works	Severn Trent Water (STW)	c. £30 million (including at Lower Gornal treatment works)	STW	By December 2024	On-going investment to meet new Phosphorus and Ammonia limits by December 2024	
Water resources and drainage	Investment at Pattingham wastewater treatment works	Severn Trent Water (STW)	c. £1-2 million	STW	By December 2024	On-going investment to meet new Phosphorus limits by December 2024	

Category	Project	Delivery Partners	Estimated cost	Potential source of funding	Estimated timescales	Notes	State of readiness
Water resources and drainage	Known sewer capacity constraints at Sandy Lane, Codsall.	Severn Trent Water (STW)	Not known	STW	None identified	Feasibility work is ongoing to alleviate this risk.	
Water resources and drainage	Known sewer capacity constraints at Great Wyrley	Severn Trent Water (STW)	Not known	STW	None identified	Feasibility work is ongoing to alleviate this risk.	
Flood risk mitigation	Perton Surface Water Flood Alleviation Scheme	SCC	Not known	SCC, potential grant funding	2023-2026	2 main sources of flooding have been identified through a thorough model; to the west river water/overland flow appears to route through the western side of the village. To the east, river water appears to route overland to affect properties on the eastern side of the village. There are also properties flooding within Perton from a variety of sources. Work is ongoing with Severn Trent Water and other partners	
Flood risk mitigation	Sutherland Road, Cheslyn Hay	SCC/STW	£160,000	Flood Defence grant in Aid (Defra) and 'contribution in kind' from Severn Trent Water	2021-2024	Two Phases Phase 1 – Sewer Upgrades _ STW Funded -Ongoing Phase 2 – Property Flood Resilience SCC/STW 2022-2024 – 17 properties - £160,000	
Social Infrastructure							
Education	New first school - Bilbrook/Codsall catchment	SCC	Approx £6.6 million	On site provision secured through S106 agreement	From 2025	Identified in Policy SA1 of emerging Local Plan for delivery on 'Land east of Bilbrook'.	
Education	New first school - Penkridge	SCC	Approx £6.1 million	On site provision secured through S106 agreement	From 2025	Identified in Policy SA4 of emerging Local Plan for delivery on 'Land north of Penkridge'	

Category	Project	Delivery Partners	Estimated cost	Potential source of funding	Estimated timescales	Notes	State of readiness
Education	New Primary school - Cross Green	SCC	Approx £10 million	On site provision secured through S106 agreement	From 2025	Identified in Policy SA2 of emerging Local Plan for delivery on 'Land at Cross Green'	
Education	New Primary school – Linthouse Lane	SCC	Approx £11.3 million	On site provision secured through S106 agreement	From 2025	Identified in Policy SA3 of emerging Local Plan for delivery on 'Land north of Linthouse Lane'	
Health	Measures relating to the Air Quality Management Area (AQMA) along the A5.	SSDC	Not known	Section 106	Ongoing		
Sport, leisure and play facilities	Refurbishment of public and changing areas at Cheslyn Hay Leisure Centre	SCC	Not known	SSDC Capital spending,	1-2 years	Work commenced and due for completion February 2023.	
Sport, leisure and play facilities	Refurbishment of public and changing areas at Wombourne Leisure Centre	SCC	Not known	SSDC Capital spending,	1-2 years	Work commenced and due for completion in Jan 2023.	
Sport, leisure and play facilities	New swimming pool at Penkridge	SCC	£1.5 -2 million	SSDC Capital spending, Sport England Funding, S106 contributions where appropriate	1-5 years; 6-10 years	Aim to complete feasibility work within the next 3 years	
Sport, leisure and play facilities	Investment in improved tennis facilities at Cheslyn Hay, Penkridge and Codsall Leisure centres.	SCC	Not known	SSDC Capital spending, Sport England Funding, S106 contributions where appropriate	1-5 years; 6-10 years	Aim to complete feasibility work within the next 5 years	
Sport, leisure and play facilities	Creation of functional training area at , Wombourne and Cheslyn Hay Leisure Centre	SCC	Not known	SSDC Capital spending, Sport England Funding, S106 contributions where appropriate	1-2 years	Cheslyn Hay to be completed 2022/23. Wombourne to be completed 2023/24.	
Sport, leisure and play facilities	New playing pitch and changing rooms Malayan Way, Featherstone	Developer	Not known	On site provision secured through S106 agreement	2023 onwards	Being delivered through consented application: 19/009194/FUL	

Category	Project	Delivery Partners	Estimated cost	Potential source of funding	Estimated timescales	Notes	State of readiness
Green infrastructure							
Open space and designated environmental assets	Ongoing management of Shoal Hill Common Local Nature Reserve (LNR)	SSDC; Shoal Hill Common Joint Committee	Not known	SSDC existing budgets	Ongoing	Potential to extend the LNR to include the restored Shoal Hill Quarry	
Open space and designated environmental assets	Ongoing management of Barnfield Sandbeds Local Nature Reserve (LNR)	SSDC	Not known	SSDC existing budgets	Ongoing		
Open space and designated environmental assets	Ongoing management of Baggeridge Local Nature Reserve (LNR)	SSDC	Not known	SSDC existing budgets	Ongoing		
Open space and designated environmental assets	Ongoing management of Wombrook Walk Local Nature Reserve (LNR)	SSDC	Not known	SSDC existing budgets	Ongoing		
Open space and designated environmental assets	Green infrastructure plan for West Midlands Interchange including country park south of Vicarage Road	Developer	Not known	On site provision secured through Section 106 for DCO	5-15 years	DCO consented May 2020.	
Open space and designated environmental assets	Community Park, Landywood Lane, Great Wyrley	Developer	Not known	On site provision secured through Section 106 agreement	2024 onwards	Identified in the SAD. Proposed to come forward with proposed Local Plan allocation at Landywood Lane (safeguarded land): site 136.	
Open space and designated environmental assets	Off-site open space, Hyde Lane, Kinver	Developer	Not known	On site provision secured through Section 106 agreement	2024 onwards	Required as part of Green Belt compensatory measures. Proposed to come forward with proposed Local Plan allocation at Hyde Lane (west) : site ref 576	
Open space and designated environmental assets	Landscape buffer between ROF Featherstone employment site and Featherstone village	Developers	Not known	On site provision secured through Section 106 agreement	2022 onwards	Identified in the SAD as part of the ROF Featherstone masterplan. Delivered	

Category	Project	Delivery Partners	Estimated cost	Potential source of funding	Estimated timescales	Notes	State of readiness
						through SAD housing allocation (19/009194/FUL)	
Open space and designated environmental assets	Public right of way improvements on field northwest of Billy Buns Lane. Proposal to: <ul style="list-style-type: none"> • formalise public access through dedication of a public right of way • create a circular footpath • plant between 1000-2000 native species shrubs on the field margin 	Developer	Not known	Off-site provision secured through Section 106	2024 onwards	Proposals to meet requirements for green belt compensatory measures for site 463/284: Land off Billy Buns Lane and Gilbert Lane, Wombourne The field has Bearnett Lane public right of way (PROW) C17 running north south on the eastern field edge	
Allotments	New allotments at Streets Lane , Great Wyrley	Developer, Parish Council	Not known	On site provision secured through Section 106 agreement	2024 onwards	Identified in the SAD. Proposed to come forward with proposed Local Plan allocation at Landywood Lane (safeguarded land): site 136	
Allotments	New allotments at Wrottesley Park Road, Perton	Developer, Parish Council	Not known	On site provision secured through Section 106 agreement	2023 onwards	Identified in the SAD. Included as part of allocation at Wrottesley Park Road: 19/00988/REM	
Canals and rivers	Restoration of the Hatherton Canal	Lichfield and Hatherton Canals Restoration Trust	£44.1 million	Grant funding, Lichfield and Hatherton Canals Restoration Trust	10-15 years	Long term ambition for the restoration of the canal.	
Canals and rivers	New signage enhancing the visitor welcome for the canal network in and around Penkridge, Wombourne and Swindon	Canal and River Trust	Not known	Canal and River Trust, Grant funding	None identified		
Canals and rivers	Improvements to towpaths through Penkridge	Canal and River Trust	£285k	Canal and River Trust, Grant funding	None identified	Between bridge 82 Otherton Lock and 83a Cross Key	

Category	Project	Delivery Partners	Estimated cost	Potential source of funding	Estimated timescales	Notes	State of readiness
						bridge Wolgarston Way; Pathway over bridge 83	
Canal and rivers	Improvements to towpaths at Wheaton Aston & edge piling between Wheaton Aston lock to customer service block.	Canal and River Trust	£300k	Canal and River Trust, Grant funding	None identified		
Canal and rivers	Towpath access and resurfacing at Brewood to improve route to school and visitor facilities	Canal and River Trust	£400k	Canal and River Trust, Grant funding	None identified	Initial feasibility undertaken. Awaiting funding.	
Canal and rivers	Improvements around Forsters Bridge 68 Staffordshire and Worcestershire Canal (Wobaston Road)	Canal and River Trust	Not known	Canal and River Trust, Grant funding	None identified		
Canal and rivers	Potential accessibility improvements along the Staffordshire and Worcestershire Canal between Castlecroft Bridge and Dimminsdales Bridge (Lower Penn).	Canal and River Trust	Not known	Canal and River Trust, Grant funding	None identified		
Canal and rivers	Stourbridge canal improvements to towpath access and signage southwards along the Stourton Junction	Canal and River Trust	Not known	Canal and River Trust, Grant funding	None identified		
Canal and rivers	Improvements to towpath between Wordsley Junction and Stourton Junction.	Canal and River Trust	Not known	Canal and River Trust, Grant Funding	None identified		
Canal and rivers	Improved connections via canal towpath between A449 and i54	Canal and River Trust	Not known	Canal and River Trust, Grant funding	None identified	Proposal in the Integrated Transport strategy to improve permeability across the M54	
Canals and rivers	Improvements to facilities at Bratch Locks	Canal and River Trust	£40k	Canal and River Trust, Grant funding	None identified		
Canals and rivers	Improvements to pathway around Gailey reservoir including Public Rights of Way	Canal and River Trust	£100k	Canal and River Trust, Grant funding	None identified		

Category	Project	Delivery Partners	Estimated cost	Potential source of funding	Estimated timescales	Notes	State of readiness
Canals and rivers	Improvements to conserve Gailey reservoir pump building	Canal and River Trust	£50k	Canal and River Trust, Grant funding	None identified		

Appendix B – Severn Trent Water Sewer Capacity Assessment – September 2022

LPA Ref	Site Name	Units	Potential impact on sewerage infrastructure	Potential impact of surface water	Comment
286	land adj 62 Sytch Lane	16	Low	Low	It is anticipated that these developments will have minimal impact on their surrounding wastewater infrastructure so long as surface water is managed sustainably and not discharged to the combined sewerage system. Please consult with our developer services team when more information is available.
426a	Bridge Farm 54 Long Street	15	Low	Low	
SAD Site 379	Land east of Ivetsey Road	18	Low	Low	
213	Bilbrook House	13	Low	Low	
730	Fishers Farm	10	Low	Low	
5	Land at Cherrybrook	88	Low	Low	
79	land south Kiddemore Green Road	43	Low	Low	
82	Land between A449 Stafford Rd & School Lane	48	Low	Low	
224	Land adjacent 44 Station Rd	85	Low	Low	
313	Land off Himley Lane	22	Low	Low	
397	land adj to Brinsford Lodge, Brookhouse Lane	35	Low	Low	
416	Land off Orton Lane	79	Low	Low	
420	land North of Penkridge off A449 (East)	29	Low	Low	
523	Land East of Wolverhampton Road	49	Low	Low	
617	Land off Four Ashes Road	63	Low	Low	
036c	Land at Weeping Cross	81	Low	Low	
119a	Land adjoining Saredon Road	60	Low	Low	
285, 562/415, 459	Land off Poolhouse Road	223	Low	Low	

6	Land at Boscomoor Lane	80	Low	Low	These development proposals are in areas where the existing sewerage infrastructure may be sensitive to receiving new or increased discharges. We strongly recommend contacting our developer service team to discuss proposals in more detail.
251	Hall End Farm	17	Low	Low	
10	land at Lower Drayton Farm (east of A449)	750	Medium	Low	
136	Land off Upper Landywood Lane (North)	109	Medium	Low	
274	land south of White Hill	82	Medium	Low	
519	Land east of Bilbrook	848	Medium	Low	
576	land off Hyde Lane (west)	44	Medium	Low	
582	Land off Langeley Road	390	Medium	Low	
584	land North of Penkridge off A449	350	Medium	Low	
638	Loades PLC	29	Medium	Low	
704	Land off Norton Lane	31	Medium	Low	
419a&b	Land at Keepers Lane and Wergs Hall Rd	317	Medium	Low	
463b,c&d and 284	land off Billy Buns Lane & Gilbert Lane	224	Medium	Low	
486c	land off Linthouse Lane, Wednesfield	1200	Medium	Low	
536a	Land off Holly Lane Part 1	84	Medium	Low	
646 (a & b)	Land to the West of ROF Featherstone	1200	Medium	Low	
SAD Site 136	Land at Landywood Lane	46	Medium	Low	We anticipate that sustainable methods for surface water discharge may be constrained in these locations. New or increased discharges of surface water to the combined sewerage network may result in hydraulic capacity issues such as sewer flooding. We strongly recommend contacting our developer service team to discuss proposals in more detail.
SAD Site 274	land south of White Hill	36	Medium	Low	
16	Land at Pear Tree Farm	39	Medium	Low	
SAD Site 228	Former Adult Training Centre off Histons Hill	29	Low	Medium	
239	land west Wrottesley Park Road (south)	150	Medium	Medium	
SAD Site 139	Pool View, Churchbridge	46	Medium	Medium	
SAD Site 141	154a Walsall Road	31	Medium	Medium	

Strategic Planning Team



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