



South Staffordshire Council

Infrastructure Delivery Plan

2019



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. Managing Growth is identified as one of the key themes in the Council's Efficiency and Income Plan 2017-20, which recognises the importance of balancing opportunities for growth with protecting our communities. 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 Council will continue to work closely with infrastructure and service providers throughout preparation of the new Local Plan in order to understand where infrastructure deficiencies are most acute. This has helped inform broad locations for growth set in the Spatial Housing Strategy & Infrastructure Delivery (October 2019) consultation and ongoing engagement with infrastructure providers will identify what specific projects will be needed as a direct result of providing new housing and employment sites. Whilst often viewed solely as a planning document, the IDP will also draw on and influence the investment strategies and programmes within the local authority and other organisations in the area wherever possible.
- 1.3 Following the first stage of consultation on the Local Plan, the Issues and Options in October 2018, the Council has reviewed the representations received and the emerging evidence to arrive at an Infrastructure led strategy. This seeks to locate 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 known deficiencies have already been identified (e.g. a need for a new primary school at Bilbrook/Codsall), however it is envisaged that consultation with the infrastructure providers on the Spatial Housing Strategy will draw out more infrastructure requirements at specific locations that the Council can seek to address when identifying allocation sites. These sites will be identified through the Preferred Options consultation in 2020. The final IDP will be produced alongside the submission version of the Local Plan which will be submitted to the Secretary of State, for Examination in 2021.

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 Consultation with infrastructure and service providers took place from December 2017 to January 2018 followed by consultation on the first iteration of the IDP alongside the Local Plan Issues and Options in October 2018. The information obtained from these consultations is presented in the schedule of infrastructure projects (Appendix A).
- 2.5 Each subsequent iteration of the Local Plan and the corresponding stage of the IDP is summarised in the IDP timeline in Chapter 6. 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.

Working with Members

- 2.6 Early 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.
- 2.8 Appendix B sets out infrastructure concerns – that whilst not in infrastructure providers' current plans – have been raised by local Members or residents, and therefore are being investigated further with the relevant provider and the outcomes of the discussions are reflected in the table. As the IDP is a live document, when new infrastructure concerns are raised these will be added to Appendix B and further investigation of the issue with infrastructure providers will be undertaken and the outcome of discussions reflected in future iterations of this IDP.

Working with other teams

- 2.9 Although essential to support the Local Plan, the IDP is also a corporate document that cuts across a number of teams within the Council. As an example, Leisure Services will have a clear role in helping to understand the existing condition of the leisure centres and whether new development is likely to create a need for new facilities or improvements to existing ones. Adopting a 'One Team One Council' approach, a Local Plans Steering Group has been established within the authority, to enable other teams to feed directly into the IDP, where appropriate.

Working with infrastructure providers and partners

- 2.10 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
- 2.11 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.
- 2.12 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.
- 2.13 In September 2018, SCC hosted a consultation day where officers met individual teams in order to get an initial understanding of infrastructure capacity. It is proposed that further face to face meetings with the individual teams will take place as the plan progresses, to understand the infrastructure needed to deliver specific sites (to be consulted on through the Preferred Options consultation in 2020). Further details of engagement undertaken to date with SCC and other infrastructure providers are included in Chapter 5.
- 2.14 There may also be opportunities for joint evidence gathering between the two authorities as the Local Plan progresses in order to understand infrastructure capacity issues. For example, it will be necessary for highway evidence to be undertaken to identify what the impact on specific road/junctions may be of certain sites coming forward. Staffordshire County Council has also commissioned a Strategic Infrastructure Study across the County that the district councils are feeding into – this will identify high level infrastructure deficiencies and will form a key document to support bids for infrastructure funding.

- 2.15 The Council also has a formal partnership with Staffordshire County Council, known as the District Deal, 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. As the Local Plan Review progresses and the specific sites for housing and employment land emerge, this partnership will be critical to how we deliver the strategic, social and environmental infrastructure required to support future inclusive growth in South Staffordshire.
- 2.16 As the preferred spatial housing strategy proposes urban extensions adjacent to neighbouring authorities, partnership working will also be required with these authorities and other cross boundary agencies. For example, discussions are ongoing with representatives from the CCGs and NHS England in the Black Country to understand what the cross boundary implications of growth on health provision may be.

Evidence base

- 2.17 In addition to potential joint evidence gathering with SCC, the Council 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.
 - Playing Pitch and Sports Facilities Audit and Strategy – currently underway, the audit and strategy will identify any gaps in sports and playing pitch provision within the district and will provide costings for the necessary works. This will inform whether it is feasible to introduce a policy that seeks Section 106 contributions towards sports as a result of development coming forward.
 - Open Space Audit and Strategy – currently underway, the audit and strategy will 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).
 - Strategic Flood Risk Assessment and Water Cycle Study – currently underway, this piece of work is directly informed by Severn Trent modelling and will help ascertain if upgrades to the water treatment plants and associated sewage infrastructure need upgrading as a result of growth proposals.
 - 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. This study will explore the feasibility of this proposal.
 - Viability Study – currently underway, 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. It will also assess whether

there is scope for a Community Infrastructure Levy to be charged on developments coming through the Local Plan (see chapter 3).

- 2.18 As preparation of the Local Plan progresses and once preferred sites are identified, it is likely that more site specific infrastructure requirements will emerge. It may be that further evidence base studies are needed to support these. Often the emphasis will be placed on the site promoter to do this to demonstrate that the required infrastructure can be achieved and that their site 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 56 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 The Council does not have a CIL; however the decision on whether to implement a CIL will be taken as the Local Plan progresses.

What is CIL?

It 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. Any monies collected through CIL are then spent on local infrastructure priorities detailed on the authority's CIL '123 list'.

- 3.5 CIL has the advantage, unlike through Section 106 or 278 agreements, of allowing the Council to collect monies towards infrastructure priorities that may not be directly related to new developments, but have been identified as a local issue.
- 3.6 The Council's decision on whether to implement a CIL charge will be informed by the Viability Study that will determine the maximum level of charge for each development type. It may be that new settlements or urban extensions need to be CIL exempt due to their significant upfront infrastructure costs, and therefore this may be a factor when analysing the benefits of implementing a CIL charge.

- 3.7 It is well publicised that CIL has not been operating as effectively as the Government had hoped, with changes to the CIL Regulations came into force on 1st September 2019. These changes included the removal of the pooling restrictions and new reporting requirements through Infrastructure Funding Statements. The decision on whether the Council will pursue CIL can be made in 2020 following identification of preferred sites, the outcome of the stage 2 viability assessment, and once a cost benefit analysis of introducing a CIL has been undertaken.

Public sector funding

- 3.8 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.
- 3.9 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.
- 3.10 In addition, there may be future opportunities to access Local Enterprise Partnership (LEP) Growth Deal funding through working with Staffordshire County Council and the Stoke and Staffordshire LEP, as well as other sources such as National Lottery funding.
- 3.11 The Council successfully bid for One Public Estate funding in 2017 and has been working 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 is now being progressed as the development of Codsall Community Hub.

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 southwards 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 (with the exception of private roads) is the responsibility of Staffordshire County Council.
- Staffordshire County Council has produced a draft 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 DCO application for this is to be submitted early 2020.

Public transport

- With the exception of 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, Landywood 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.
- 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.
- The Council in partnership with Staffordshire County Council runs a limited dial a ride service called South Staffordshire Connect that represents an essential service for the district's elderly and more vulnerable residents, providing connectivity within and between villages.

Cycle paths and footways

- 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 and local service 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 recently implemented 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 (mainly based on 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 north east 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 Superfast 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 by 2018.
- 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 Brewood 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.
- 3 Clinical Commissioning Groups (CCGs) (South East Staffordshire and Seisdon Peninsula, Stafford and Surrounds, and Cannock Chase) operate in the district and these are responsible for commissioning certain health services.
- 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 CCGs, 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. There is an ever expanding need to integrate care with an emphasis on more joined up 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 2018-2023.

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 expected 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 refurbishment to Codsall leisure centre took place in the late 2000s and has recently been undertaken to identify investment priorities at the other leisure centres
- A new Sports Facilities and Playing Pitch Audit and Strategy has been commissioned and will determine if new development proposals in the emerging Local Plan, changes in demographics and the deteriorating condition of existing facilities will result in a need for additional sports and leisure provision in specific locations.

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. The Local Plan has a role in facilitating the enhancement of such facilities and allocate new community centres where required.
- 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 8km of the SAC.
- A refreshed Open Space Audit is being undertaken to re-examine the quality and accessibility of existing public open space and identify where additional provision is 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 offsetting and environmental net gain will need to be explored 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 Pendleford 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 Local Plan review will consider if any further allotment provision is needed, informed by discussions with parish councils.

Canals and Rivers

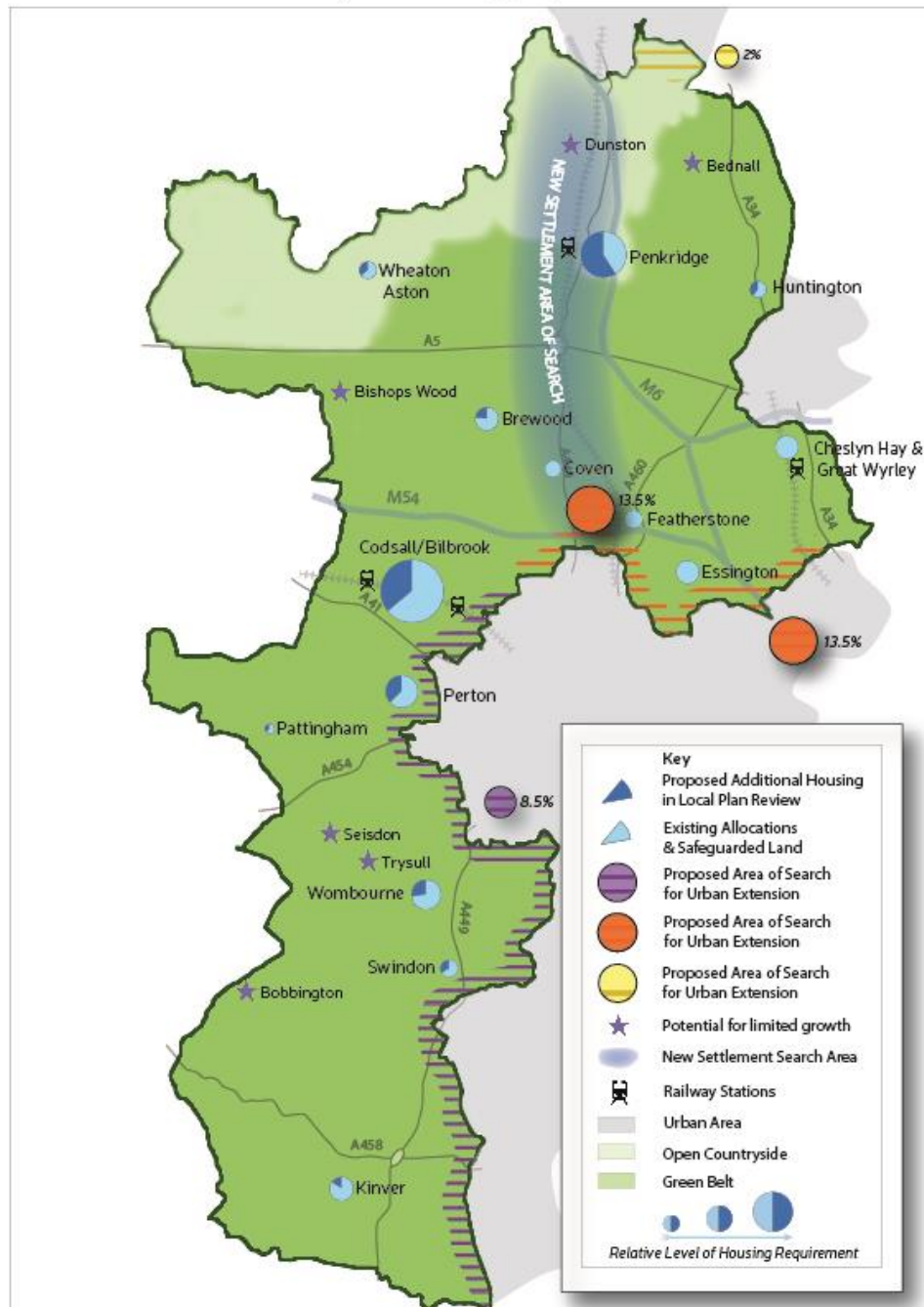
- A number of canals run through the district, most notably the Staffordshire and Worcestershire Canal and Shropshire Union Canal. The River Penk also runs through the district.
- Engagement with the Canal and River Trust throughout Local Plan preparation will assist in identifying any infrastructure 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 Preferred Spatial Strategy

- 5.1 Following the initial Issues and Options consultation on the emerging Local Plan, the Council is consulting on its Spatial Housing Strategy and Infrastructure Delivery consultation document that sits alongside this iteration of the IDP. The consultation presents 7 spatial strategy options on how the Council could apportion growth, and identifies Option G – an infrastructure led strategy as the preferred option.

Spatial Strategy: Option G



- 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 located 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 where these have been confirmed by the infrastructure provider (e.g. need for a 2FE 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 contributions toward a new swimming pool; 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. At this stage, levels of growth included in the strategy are purely indicative, but are intended to offer an initial indication of the likely level of housing development that may facilitate the infrastructure item in question. Regard has also been had to the relative level of existing services and facilities in villages - informed by the Rural Services and Facilities Audit 2019 - 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 site options that could see large Sustainable Urban Extensions in excess of 1000 dwellings. These will create significant infrastructure demand to serve the new residents. However, the Council would expect that 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 For smaller development adjacent the urban conurbation, these will not be of a scale to facilitate significant on-site infrastructure provision; however there are smaller site options within walking distance of 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.

Emerging Infrastructure opportunities

- 5.6 The preferred infrastructure led strategy identifies a number of infrastructure opportunities that will require further exploration as the plan progresses and will need to be subject to viability assessment to confirm deliverability. These opportunities have emerged through discussions with infrastructure providers, but we are keen to get residents and other stakeholders' views on these, as well as what other infrastructure could be provided. These opportunities are discussed further below.
- 5.7 **2FE First School to serve Codsall/Bilbrook** – The proportion of growth identified for Codsall/Bilbrook is reflective of the scale of development that would be required to deliver a 2FE First School as well as their status as Tier 1 settlements with good access to public transport and existing services and facilities. This infrastructure requirement has been identified by the School Organisations Team at Staffordshire County Council. Financial contributions would need to be pooled from committed developments, existing safeguarded land and new allocations coming through the new Local Plan in Bilbrook and Codsall in order

to fund the school. Engagement with the SOT is ongoing, with engagement to date set out below. Equally, there are local Member ambitions for development to deliver a through road to reduce traffic pressure on the centre of Bilbrook, which may be explored through this option.

- 5.8 **Car park to serve Codsall Railway Station** – the lack of parking for the station in Codsall –and the resultant on-street parking - has been a longstanding concern for Codsall Parish Council and has been in part addressed by the provision of a new 30 space car park. However, with additional growth proposed for Codsall/Bilbrook there is an opportunity to deliver additional parking close to the station through the Local Plan. Staffordshire County Council identified parking for the station as an issue to be addressed in their Integrated Transport Strategy – October 2017.
- 5.9 **Contributions towards a new swimming pool at Penkridge Leisure Centre** - Sport England has confirmed that the existing swimming pool at Penkridge does not meet their recognised standards. Growth at Penkridge could provide financial contributions towards a new fit for purpose swimming pool at Penkridge Leisure Centre to serve the community. This is currently being considered through the emerging Playing Pitch and Sports Facilities Strategy that is being developed in conjunction with Sport England and the Council's Leisure team.
- 5.10 **Opportunities for additional parking and retail at Penkridge** – Members have also expressed a desire for additional parking and retail provision at Penkridge. The Council is preparing a retail evidence base that will inform whether additional provision is required. In addition, there is an opportunity to explore the delivery of a new car park as part of new development through the Local Plan.
- 5.11 **Delivery of Road option 7 to serve ROF Featherstone Strategic Employment site** - The Council is committed to delivering an access road to ROF Featherstone with two options presented in the adopted Site Allocations Document (2018). The Council's preference has always been to deliver the more expensive option 7 which crosses the west coast mainline to the A449, rather than option 9 that would run near to Moseley Old Hall and link to the A460. The level of growth proposed for the northern edge of the Black Country provides an opportunity to explore if a Sustainable Urban Extension in this location can help facilitate the Council's preferred route.
- 5.12 **Brinsford Strategic Park and Ride** - Provision of a rail based Park and Ride at Brinsford has been a long term infrastructure aspiration, as reflected in the current adopted Core Strategy 2012. The level of growth proposed for the northern edge of the Black Country provides an opportunity to explore whether a Sustainable Urban Extension to incorporate a Strategic Park and Ride is possible. A technical study is currently underway that will consider the feasibility of this proposal.
- 5.13 **Perton Country Park** – Perton's status as a sustainable Tier 2 settlement, the presence of large field parcels surrounding the village and a desire to avoid development that arbitrarily cuts through field boundaries (rather than along defensible tree/hedge lines) means that there are opportunities for more land to be given over to a country park as part of the development for Perton. Any country park would remain in the Green Belt and national policy places great emphasis when allocating Green Belt sites on providing Green Belt compensatory measures; these can take the form of increased access to the wider Green Belt. This provides an opportunity to give residents access to the wider Green Belt and a significant area of green infrastructure with potential to link to the wider public Right of Way network beyond.

- 5.14 **Highways improvements around Perton** – access and egress to Perton has been identified as a longstanding concern for local residents. There is an opportunity that additional development could facilitate improvements to the A41 junction that would alleviate some of the existing congestion. We will work closely with SCC at site selection stage to ascertain the type of junction upgrades required.
- 5.15 **Brewood car park** – Previously Brewood and Coven Parish Council has identified village centre parking as a local issue. In the latest representations to the Issues and Options consultation it was confirmed that additional parking would be welcomed providing that it is in keeping with the village surroundings and street scene. This has also been reflected by Staffordshire County Council in their Integrated Transport Strategy – October 2017. There is an opportunity to explore the delivery of a new car park as part of new development through the Local Plan.

Question 1: Do you agree that the delivery of the above infrastructure opportunities should be explored further? If not, please explain why

Question 2: Having regard to the level of growth proposed for each village and broad location (see map), are there any other infrastructure projects that you like to see delivered?

Smaller infrastructure opportunities

- 5.16 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 to reflect community aspirations. Often this may take the form of specific green infrastructure projects, such as village green areas or specific types of play equipment, on smaller sites.

Question 3: are there any specific small scale infrastructure projects that you would like to see provided on smaller sites in specific villages? Please provide details

Work to date with infrastructure providers

- 5.17 All infrastructure bodies were consulted as part of the Local Plan Issues and Options consultation in October 2018; since then a number of meetings have taken place with key providers. It is clear from engaging with the infrastructure providers that often they are unable to say what the impact on the existing infrastructure will be - and subsequently whether upgrades are needed - without knowing the exact location and scale of development. Therefore, as the current Spatial Housing Strategy and Infrastructure Delivery (SHSID) consultation only identifies broad locations for growth (and not sites), more work will need to be done with providers as part of the site selection process to ensure that the impact of development on infrastructure can be mitigated.

- 5.18 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 in particular and which have been the focus of discussions with providers to date:

Highways

- 5.19 The Council has concerns around highway capacity and congestion on both strategic and local roads in the district. As a result, initial meetings took place with Staffordshire County Council (SCC) in September 2018 where discussions revealed that there was 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 are not aware of any other roads/junctions that are at capacity at present (including those roads/junctions that the Council had already raised concerns about – see Appendix B). 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 are required to undertake a Transport Assessment to consider the impact on specific junctions and any necessary mitigation.
- 5.20 SCC confirmed that they are unable to determine the cumulative effect that the proposed level of growth (circa 9000 dwellings) for the plan period will have on the local highway network without knowing site specific locations. Once preferred sites are identified these will be provided to SCC who will then be able to consider traffic flows at specific junctions and identify where further assessment may be required.
- 5.21 In June 2019, officers also met with Highways England 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 for development and therefore this cumulative assessment will be undertaken in conjunction with HE, SCC and the preferred site promoters in this broad location, once sites have been identified. This will inform what highway infrastructure improvements are needed to support development.

Health

- 5.22 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 have now held a series of meetings of the Primary Care Manager over the 3 CCGs 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 have confirmed that 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 where 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 they may not 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.
- Further discussions with CCGs will be required when specific growth scenarios are tested to see if this triggers the need for new, or improvements to existing facilities. This includes cross boundary discussions with neighbouring CCGs and NHS England in order to consider the impact of growth proposals on demand for hospitals and health facilities in neighbouring areas.

Education

5.23 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 2FE 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, as two Sustainable Urban Extensions, will facilitate the need for a new first/primary school to be delivered on site. Cross boundary discussions between the SOT and their counterparts in the Black Country are ongoing to understand the cross boundary movement of pupils and the implications of growth on the need for secondary school pupil places.
- 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.

- 5.24 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

Drainage

- 5.25 The issue of drainage and sewage capacity has been raised by the Council in a number of areas of the district. A meeting took place with Seven Trent Water (STW) in September 2019 where they confirmed that they had a statutory duty to provide the drainage infrastructure required by each development. Early liaison and discussions are encouraged to ensure STW have sufficient time to assess and support the development of a sustainable drainage strategy and allows them to implement capacity upgrades should they be required. STW confirmed that they would be able to undertake a RAG (Red-Amber-Green) analysis of site options and their potential impact on drainage infrastructure. Severn Trent modelling and will help ascertain if upgrades to the water treatment plants and associated sewage infrastructure need upgrading as a result of growth proposals.
- 5.26 STW have planned capital works at number of the Districts major wastewater treatment facilities. These projects are proposed to ensure regulatory and environmental compliance and accommodate current forecast catchment growth from new development and are reflected in Appendix 1.

Next steps

- 5.27 Infrastructure providers have been consulted as part of the Spatial Housing Strategy and Infrastructure Delivery consultation and which sits alongside this IDP. Following this consultation, responses from infrastructure providers and other stakeholders will be considered as the plan progresses towards the Preferred Options consultation in summer 2020. The Preferred Options will identify preferred sites to deliver the spatial strategy. Engagement with infrastructure providers will be critical throughout this period to ensure that sites maximise infrastructure delivery and mitigate any impacts on existing infrastructure.

6. IDP timeline

Key Objective:

By the end of 2021, have a final IDP in place to accompany the submission Local Plan, which identifies the key infrastructure to support the growth proposed, including wherever possible, the source of funding, delivery partners and timescales for delivery.

Date	Local Plan Milestones	IDP Development	Outcomes
2018	Spring: Initial Member engagement		<ul style="list-style-type: none"> Present draft IDP and understand specific infrastructure concerns
	Autumn: Local Plan Issues and Options consultation	Autumn: Initial IDP consultation	<ul style="list-style-type: none"> Obtain community and stakeholder views on growth options and the infrastructure implications.
		Autumn: Consultation day with SCC	<ul style="list-style-type: none"> Confirm Infrastructure baseline
2019		Winter: Analyse responses to Issues and Options and start to meet with infrastructure providers	<ul style="list-style-type: none"> Explore if spatial strategy options raise any issues or create new infrastructure needs
		Summer: Undertake Viability Study (stage 1)	<ul style="list-style-type: none"> Test emerging plan viability including indicative policy options
	Autumn: Spatial Housing Strategy and Infrastructure Delivery consultation	Autumn: Consult on updated IDP	<ul style="list-style-type: none"> Obtaining community and stakeholder view on preferred spatial strategy and infrastructure implications
2020	Spring: Local Plan Preferred Options consultation	Spring: Draft IDP consultation	<ul style="list-style-type: none"> Obtain stakeholder and community views on preferred options including proposed infrastructure. Draft IDP to include all essential infrastructure projects needed
		Summer: Undertake Viability Assessment Stage 2	<ul style="list-style-type: none"> Assess viability of strategic sites including confirming requirements are viable
		Autumn: CIL/Cost benefit analysis	<ul style="list-style-type: none"> Decide on whether to proceed with CIL and

			reflected in the Publication Local Plan
2021	Spring: Local Plan Publication consultation	Winter: Final Draft IDP consultation	<ul style="list-style-type: none"> • Refine IDP to reflect consultation responses and changes between Preferred Options and Publication Plan
	Autumn: Local Plan Submission	Autumn: Final IDP CIL charging scheduled submission (if applicable)	<ul style="list-style-type: none"> • Publish final IDP containing comprehensive list of projects to support Local Plan

Appendix A - Baseline infrastructure projects

State of readiness	
	Programmed with funding available
	Feasibility work ongoing/completed and/or Infrastructure allocated in 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	Highways England	Not known	SCC S106 contribution (from i54 South Staffordshire development) Full funding or a delivery mechanism still to be agreed.	1-5 years	If the WMI proposal comes forward then this will have implications for the Gailey island	
Highways	M54 to M6 link road (Option B West)	Highways England	TBC	Highways England;	End of construction 2024	Statutory consultation on proposed application in May 2019. Submission of DCO set for early 2020. Appropriate mitigation and potential legacy schemes may be identified in relation to any community concerns and increases in traffic on the local road network caused by the M54-M6 Link Road.	
Highways	ROF Featherstone access road	SCC, developer	£20m	Public sector funding; Developer contribution	By 2025, in line with M54 to M6 link road	Timescales may be impacted by the M54 to M6 link road	
Highways	i54 western extension highway access works and footway diversion.	SCC	Not known	Public sector funding; Developer contribution	1-5 years	Works currently underway as part of i54 western extension development.	

Category	Project	Delivery Partners	Estimated cost	Potential source of funding	Estimated timescales	Notes	State of readiness
Highways	M6 Managed Motorways scheme - junction 13 to 15	Highways England	Not known	Highways England funded.	By 2022	Junction 10a to 13 Smart Motorway is now operational.	
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	
Highways	Vehicle Activated Signs will be implemented on A463 Wodehouse Lane	SCC	Not known	SCC	2018	Identified in District Transport Strategy: October 2017	
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	
Highways	Provision of electric charging points on-street and on public car parks.	SCC/Developers	Not known	SCC to seek to take advantage of grants and bidding opportunities	None identified	Identified in District Transport Strategy: October 2017	
Highways	Delivery on a through 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 through 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	Junction improvements at Histons Hill traffic signals.	SCC	Not known	Section 106	From 2019/20	This is subject to an impact assessment to be provided by the SAD allocation/safeguarded sites for Codsall/Bilbrook. This will determine an appropriate scheme of mitigation.	
Highways	Junction improvements at Wobaston Road/Overstrand Road traffic signals.	SCC	Not known	Section 106	From 2019/20	This is subject to an impact assessment to be provided by the SAD allocation/safeguarded sites for Codsall/Bilbrook. This will determine an appropriate scheme of mitigation.	

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Category	Project	Delivery Partners	Estimated cost	Potential source of funding	Estimated timescales	Notes	State of readiness
Highways	Improvements to the A41 Holyhead Road, Heath House Lane, Wrottesley Park Road junction	SCC	Not known	Section 106	From 2019/20	This is subject to an impact assessment to be provided by the SAD allocation/safeguarded sites for Perton. This will determine an appropriate scheme of mitigation.	
Highways	Improvements to Beggars Bush Lane	SCC/Developer	Not known	Section 106	From 2019/20	Identified in the SAD to be delivered in conjunction with allocation site at Beggars Bush lane and agreed with SCC highways	
Highways	Local Safety Scheme at B5012 Cannock Road/Cocksparrow Lane/Parkside Lane junction	SCC	Not known	SCC	2019/2020	Scheme identified in SCC 2019/20 Capital Programme.	
Public Transport	Brinsford Park and Ride	Developer, Network Rail, Rail Operators, SCC	Not known	Developer contributions, Public Sector funding	None identified	The feasibility of a new rail station at Brinsford is currently being investigated	
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 Walsall to Rugeley line	Network Rail	Not known	Network Rail	2017/18	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	Identified in District Transport Strategy: October 2017	
Public Transport	Improved wayfinding and signage from Codsall and signage from Codsall and Bilbrook railway	SCC	Not known	SCC, Section 106	None identified	Identified in District Transport Strategy: October 2017	

Category	Project	Delivery Partners	Estimated cost	Potential source of funding	Estimated timescales	Notes	State of readiness
	stations, including to i54.						
Public Transport	Mitigation for the loss of Landywood rail level crossing	Network Rail	Not known	Network Rail	None identified	Network Rail has applied to extinguish Footpath No 26 Great Wyrley and Footpath No 22 Cheslyn Hay and the mitigation measures are expected to be undertaken by Network Rail prior to the confirmation of the extinguishment order. These include enhancement of the alternative route via an existing underpass including improved lighting, CCTV and surfacing, with a potentially relaxed gradient and widening of the approach to the underpass.	
Public Transport	Roadside stop improvements serving bus service 54 from Stafford to Wolverhampton adjacent to the strategic employment sites along the A449	SCC	Not known	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	

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Category	Project	Delivery Partners	Estimated cost	Potential source of funding	Estimated timescales	Notes	State of readiness
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	
Cycle paths and footways	Hatherton Canal Towpath Trail	Lichfield & Hatherton Canals Restoration Trust	Not known	Section 106	1-15 years		
Cycle paths and footways	New pedestrian link between Codsall car park and the railway station	SCC	Not known	SCC	None identified	In SCC Capital Programme.	
Car Parking	Car park for Codsall rail station	Codsall Parish Council, West Midlands Railways	Not known	Section 106	0-5 years	Codsall Parish council have recently implemented 30 space car park. A longer term solution may also need to be explored through the Local Plan review.	
Car Parking	Landywood Station parking and public realm improvements	Developer, SCC, Network Rail, West Midlands Rail.	Not known	Section 106; Network Rail/West Midlands Rail	None identified	Identified in District Transport Strategy: October 2017. Also identified for delivery on an allocation site for Great Wyrley in the adopted Site Allocations Document (2018)	
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.	
Water resources and drainage	Investment to the water mains infrastructure and waste water treatment works at Penkridge	Severn Trent Water (STW)	c. £3 million	STW	Completion imminent	On-going investment to meet new Phosphorus limits by March 2020	
Water resources and	Investment to Roundhill wastewater	Severn Trent	c. £30 million	STW	By	On-going investment to meet	

Category	Project	Delivery Partners	Estimated cost	Potential source of funding	Estimated timescales	Notes	State of readiness
drainage	Treatment works	Water (STW)	(including at Lower Gornal treatment works		December 2024	new Phosphorus and Ammonia limits by December 2024	
Water resources and drainage	Investment to the wastewater treatment works at Codsall	Severn Trent Water (STW)	c.£4 million	STW	Completion imminent	On-going investment to meet new Phosphorus and Ammonia limits by March 2020	
Water resources and drainage	Investment at Trescott wastewater treatment works	Severn Trent Water (STW)	c. £7-8 million	STW	By March 2020	On-going investment to meet new Phosphorus and Ammonia limits by March 2020	
Water resources and drainage	Investment at Gospel End wastewater treatment works	Severn Trent Water (STW)	c. £1 million	STW	By March 2020	On-going investment to meet new Phosphorus limits by March 2020	
Water resources and drainage	Investment at Wheaton Aston wastewater treatment works	Severn Trent Water (STW)	c. £1 million	STW`	By March 2020	On-going investment to meet new Phosphorus limits by March 2020	
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	
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.	
Flood risk mitigation	Flood remediation works at Heathbank Drive/Teddesley Way/A34, Huntington,	SCC	£142k	From Flood Defence Grant-In-Aid (FDGiA) and Local Levy	Phase 1: 2017/18 Phase 2 2018/19	Works split into 2 phases: Phase 1: Property level resilience for 16 properties Phase 2: Potential upstream works	
Flood risk mitigation	Lower Penn Flood Alleviation Scheme	SCC	Not known	SCC, potential grant funding	None identified		
Flood risk mitigation	Perton Surface Water Flood	SCC	Not known	SCC, potential grant	None	2 main sources of flooding	

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Category	Project	Delivery Partners	Estimated cost	Potential source of funding	Estimated timescales	Notes	State of readiness
	Alleviation Scheme			funding	identified	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	£365,000	Flood Defence rant in Aid (Defra) and 'contribution in kind' from Severn Trent Water	Late 2019	Work ongoing	
Broadband and telecommunications	Deliver superfast broadband to an additional 15,100 businesses and residents across South Staffordshire	SCC, BT	£32 million across Staffordshire	SCC, BT, BDUK		By the end of 2018 approximately 92% of premises in the District will have access to superfast broadband, providing speeds over 24Mbps. This has wider sustainability benefits by reducing the need to travel	
Social Infrastructure							
Education	New primary school to be delivered on safeguarded land for Codsall or Bilbrook	SCC	£4-6 million	On site provision secured through S106 agreement	2022 onwards	Identified in the SAD to come forward on the safeguarded land at Bilbrook or Codsall	
Heath	Relocation of Russell House GP Practice, Codsall	CCG, NHS England, SCC, SSDC	TBC	SSDC	2 years	September 2019 - seeking funding approval. GP practice on track to relocate in 2021	
Health	Measures relating to the Air Quality Management Area (AQMA) along	SSDC	Not known	S106	Ongoing		

Category	Project	Delivery Partners	Estimated cost	Potential source of funding	Estimated timescales	Notes	State of readiness
	the A5.						
Community building	Codsall Community Hub	CCG, NHS England, SCC, SSDC	TBC	SSDC	2 year	Relocation of Russell House is just one element of wider community hub bringing together a number of public sector organisations in a refurbished community hub.	
Emergency Services	Expand existing Police custody building at Watling House, Gailey; or develop a new single police custody building in the south of the County.	Staffordshire Police	Expand Watling House - £2.5m; New single custody site - £7m	Police funding and developer contributions	Subject to funding, expansion of Watling House 1-2 years; New single custody site 2-3 years	Expansion of Watling House would require an additional 9 cells to the existing 16 cell facility; new single custody site would need a 25 cell	
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	Costings and feasibility work is currently underway	
Sport, leisure and play facilities	Refurbishment of public and changing areas at Wombourne Leisure Centre	SCC	Not known	SSDC Capital spending,	1-2 years	Costings and feasibility work is currently underway	
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	Refurbishment of Penkridge Centre	SCC	£1.5 million	SSDC Capital spending, Sport England Funding, S106 contributions where appropriate	1-5 years	Aim to complete feasibility work within the next 3 years	
Sport, leisure and play facilities	New 3G playing pitch at Wombourne	SCC	Not known	SSDC Capital spending, Sport England Funding, S106 contributions where appropriate	1-2 years	Aim to complete feasibility work within the next year	
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	

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Category	Project	Delivery Partners	Estimated cost	Potential source of funding	Estimated timescales	Notes	State of readiness
Sport, leisure and play facilities	Creation of functional training area at Codsall, Wombourne and Cheslyn Hay Leisure Centre	SCC	Not known	SSDC Capital spending, Sport England Funding, S106 contributions where appropriate	1-2 years	Aim to complete feasibility work within the next year	
Sport, leisure and play facilities	New playing pitch and changing rooms, bmx track or skate park, Malayan Way, Featherstone	Developer	Not known	On site provision secured through S106 agreement	2019/20 onwards	Identified in the SAD to come forward on the Brinsford Lodge allocation site for Featherstone	
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	Developer	Not known	On site provision secured through S106 agreement	5-15 years	Subject to the WMI project being consented by the Secretary of State for Transport Pre applications discussions are ongoing between the developer and the Development Management and Streetscene teams	
Open space and designated	Landscape buffer between ROF Featherstone employment site and	Developers	Not known	On site provision secured through S106	From 2019	Identified in the SAD as part of the ROF Featherstone	

Category	Project	Delivery Partners	Estimated cost	Potential source of funding	Estimated timescales	Notes	State of readiness
environmental assets	Featherstone village			agreement		masterplan	
Allotments	New allotments at Malayan Way, Featherstone	Developer, Parish Council	Not known	On site provision secured through S106 agreement	2019 onwards	Identified in the SAD to come forward on the allocation site for Featherstone	
Allotments	New allotments at Streets Lane , Great Wyrley	Developer, Parish Council	Not known	On site provision secured through S106 agreement	2019 onwards	Identified in the SAD to come forward on the Landywood Lane allocation site for Great Wyrley	
Allotments	New allotments at Wrottesley Park Road, Perton	Developer, Parish Council	Not known	On site provision secured through S106 agreement	2019 onwards	Identified in the SAD to come forward on the allocation site for Perton	
Allotments	New allotments at Wombourne	Developer, Parish Council	Not known	On site provision secured through S106 agreement	2019 onwards	Identified in the SAD. A financial contribution to the Parish Council from the Beggars Bush Lane site has been provided	
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	1-15 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, Kinver, 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 bridge Wolgarston Way; Pathway over bridge 83	
Canal and rivers	Improvements to towpaths at Wheaton Aston	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		
Canal and rivers	Improvements around Forsters	Canal and River	Not known	Canal and River Trust,	None		

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Category	Project	Delivery Partners	Estimated cost	Potential source of funding	Estimated timescales	Notes	State of readiness
	Bridge 68 Staffordshire and Worcestershire Canal (Wobaston Road)	Trust		Grant funding	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	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		
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 – Other infrastructure concerns requiring further investigation

Category	Infrastructure concerns	Key stakeholders	Next steps	Outcomes
Highways	Strategic Highway capacity concerns at: <ul style="list-style-type: none"> M6 Junction 11 /12, A460 A449 A5. 	<ul style="list-style-type: none"> Highways England Staffordshire County Council Ward Members 	Arrange Duty to Cooperate meeting with Highways England and SCC to understand assessments done to date on road capacity and what further work is required.	Meeting with Highways England and SCC revealed that a cumulative assessment of the strategic road network in the north of the District around the M54/A449 corridors will be required once preferred locations for growth are known. This will ensure that the necessary mitigation measures are identified.
Highways	Local road capacity concerns at: <ul style="list-style-type: none"> Potters cross junction, Kinver Pendeford Mill Lane/Bilbrook Road/Duck Lane/Lane Green Road junction, Bilbrook Suckling Green Lane, Codsall A41 junction, Perton Saredon Road, Cheslyn Hay 	<ul style="list-style-type: none"> Staffordshire County Council Ward Members 	Liaise with SCC as part of the SCC/SSDC consultation day to understand assessments done to date on road capacity and what further work is required.	No concerns from SCC on the current capacity at these junctions when considering existing and planned development. This will be reassessed by SCC once the Local Plans site allocations are known.
Public Transport	Poor bus services between Brewood and Wolverhampton, Telford and Stafford	<ul style="list-style-type: none"> Arriva Select Staffordshire County Council Ward Members 	<p>Liaise with SCC as part of the SCC/SSDC consultation day to gain their understanding on bus service provision.</p> <p>Potential follow up meeting with the bus providers to understand the commercial viability of different bus routes.</p>	SCC revealed that public subsidies towards bus provision have declined significantly. Unlikely to be able to incentivise the private bus operators to provide a more frequent service without significantly more passengers (and therefore development). The level of bus provision should therefore be a factor in apportioning growth to settlements. Opportunities for supporting community transport should also be explored.
Parking	Parking concerns in village centres, particularly at: <ul style="list-style-type: none"> Bilbrook/Codsall 	<ul style="list-style-type: none"> Staffordshire County Council Parish Council's Ward Members 	Liaise with SCC as part of the SCC/SSDC consultation day to gain their understanding of parking issues in	Parking issues are identified in a number of village locations in SCCs Integrated Transport Strategy.

	<ul style="list-style-type: none"> Cheslyn Hay/Great Wyrley Brewood Featherstone Kinver 		village centres. Understand where funding for new parking could be sourced and consider if new development could facilitate new parking provision.	Where issues have been identified in villages, site selection will consider if options for parking to be delivered on site as part of the development is feasible. Provision is already made for new parking at Cheslyn Hay and Great Wyrley through the adopted Site Allocations Document.
Water resources and drainage	Concerns on sewer capacity in Cheslyn Hay	<ul style="list-style-type: none"> Severn Trent Ward Members 	Engage with Severn Trent Water to understand what the issues are and what works are programmed. Understand if there is scope for improvements. Meeting arranged for 26/09/18	Agreement to work with STW through plan preparation. STW to assess site options for their impact on drainage infrastructure at the appropriate time.
Health	<p>Concerns on GP, health/medical centre capacity in village centres, particularly at:</p> <ul style="list-style-type: none"> Moss Grove Surgery, Kinver Penkridge Medical Practice, Pinfold Lane, Penkridge Tamar Medical Centre, Perton Pattingham, following closure of Claverley Medical Practice (Pattingham surgery) Brewood Medical Centre, Brewood 	<ul style="list-style-type: none"> Clinical Commissioning Groups (CCGs) NHS England GPs Ward Members 	Meeting with CCGs to understand patient enrolment levels for all GP Surgery's in the District. Understand where capacity is currently an issue and where new development (depending on the levels of growth proposed) could result in capacity issues.	<p>CCGs confirmed that Russell House Surgery (Codsall) building is not fit for purpose and relocation is being progressed as part of the Codsall Community Hub project with relocation scheduled for 2021</p> <p>CCGs confirmed that based on the current population none of the practices have quality (capacity) issues with all practices below the optimum 10,000 practice population. However, some recruitment and retention issues persist.</p> <p>Estates Improvement Grants are available through an annual bidding process often for relatively small scale improvements such as creating additional clinical space in the existing practice.</p> <p>Further discussions with CCGs will</p>

				be required when specific growth scenarios are tested to see if this triggers the need for new, or improvements to existing, facilities
Education	Lack of capacity for schools to take local children	<ul style="list-style-type: none"> Staffordshire County Council Ward Members 	Liaise with SCC as part of the SSC/SSDC consultation day to gain an understanding of where there may be school capacity issues that would facilitate an extension to exiting school or a new school. Understand where new development (depending on the levels of growth proposed) could result in school capacity issues.	<p>SCCs admission policy gives priority to pupils with siblings in the same school in the first instance, followed by pupils in catchment. Places will then only go to pupils outside of catchment where free places are available.</p> <p>Apart from the need for a First School in Codsall/Bilbrook, no other specific need for a new school has yet been identified by SCC. This will be kept under review as the plan progresses. SCC confirmed that development of 750 dwellings plus is likely to require a First/Primary school, with developments of 5000 dwellings plus requiring a secondary school.</p>
Community facilities	Need for a new village hall at Wedges Mills to replace the existing	<ul style="list-style-type: none"> Saredon Parish Council Ward Members 	Research grant funding options	



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