



South Staffordshire Council

Infrastructure Delivery Plan

September 2021



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 Preferred Options 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 initial consultations in October 2018 (Issues and Options) and October 2019 (Spatial Housing Strategy & Infrastructure Delivery) 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 Preferred Options 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 Each subsequent iteration of the Local Plan and the corresponding stage of the IDP is summarised 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 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.
- 2.12 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 continue to be undertaken to support the progress of the plan, and to understand the infrastructure needed to deliver specific sites (to be consulted on through the Preferred Options consultation in 2021). Further details of engagement undertaken to date with SCC and other infrastructure providers are included in Chapter 5.
- 2.13 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, in the form of Transport Assessments (TAs), to be undertaken to identify what the impact on specific road/junctions may be of certain sites coming forward. Updates to transport models to inform these TAs are currently underway as further detailed in Chapter 5. 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.
- 2.14 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. As the Local Plan Review progresses, this partnership will be critical to how we deliver the strategic, social and environmental infrastructure required to support future inclusive growth in South Staffordshire.
- 2.15 As the Preferred Options consultation document proposes a number of 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

2.16 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 to site selection 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.
- 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 draft stage 1 study is now complete

2.17 As preparation of the Local Plan progresses and once preferred sites are identified, it may be that more site-specific infrastructure requirements will emerge. It may be that further technical 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 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 draft stage 1 viability study does consider what headroom may be available for a CIL to be charged, but it is for the Council to consider what are the best mechanisms for delivering infrastructure, and whether a CIL forms part of the Councils' strategy for delivering infrastructure. The timescales associated with building up CIL funds does mean that it can be better served to meet local small scale infrastructure delivery, rather than 'big ticket' infrastructure items such as roads. In datemarking our infrastructure delivery strategy, we also need to be mindful of the Government's White Paper planning reforms that are seeking to abolish CIL (and Section 106's to a large extent) and replace it with a single infrastructure levy.

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 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 DCO examination relating to this application closed on 21 April 2021 and the Secretary of State's decision is expected in October 2021. 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, and there is also an aspiration for the electrification of the Shrewsbury line serving Bilbrook and Codsall.
- 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 has produced a Local Cycling and Walking Infrastructure Plan 2021-2031. The focus of the strategy is 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 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 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 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.
- 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 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 refurbishment to Codsall leisure centre took place in the late 2000s and work 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 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 is currently in the construction phase.
- 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 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 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 and subsequent masterplanning process 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 Options Plan

- 5.1 The council is currently consulting on the Preferred Options Plan until 24 November 2021. 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 preferred development strategy identifies a number of sustainable 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 where these 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, the Council would expect that 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 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 site specific 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 **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 (based on current school places information) 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 (SOT) at Staffordshire County Council but may be adjusted to reflect more up to date information on school place planning. 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. The delivery of a through road linking Pendeford Mill Lane and Barnhurst Lane is also being promoted and opportunities for community benefit in the form of nearby junction improvements is being explored.
- 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 **Improvements to sports and leisure facilities within the District** – An audit and future strategy report has been produced by consultants KKP for the council as part of the Local Plan Review. This report identified the need to make improvements to a number of the leisure and sports facilities within the district. This included enhancements to the existing leisure centres and measures to address potential shortfalls in playing pitch provision arising as a consequence of new development proposals. The council will be guided by the findings of these reports and seek to secure improvements where this can be justified as being necessary to accommodate the needs arising from proposed new growth.
- 5.10 **Opportunities to develop new primary education facilities** – Strategic housing sites offer the potential to provide primary school facilities to meet the needs of new development. It is considered that potential exists as part of the Cross Green, Linthouse Lane and north of Penkridge site proposals.
- 5.11 **Opportunities for additional retail provision** – The allocation of larger-scale strategic development sites offers the opportunity for new on site retail provision to serve new residents and the wider local community.
- 5.12 **Provision of a new riverside country park adjacent to the River Penk** – the strategic allocation at Penkridge offers a unique opportunity to deliver a country park to the serve the village and that runs along the River Penk. This will provide numerous, ecological climate change and recreational benefits with plan ensuring this is considered through the masterplanning process.
- 5.13 **Enhancements to the Green Infrastructure Network** – The provision of new open space and measures to ensure achievement of bio-diversity net gain as part of new development schemes offers the opportunity to enhance linkages to the Green Infrastructure Network and increase the provision of the active travel network.

- 5.14 **Delivery of Road option 7 to serve ROF Featherstone Strategic Employment site** - An application has recently been consented for ROF Featherstone employment site and road option 7. This requires land in the ownership of the preferred employment led urban extension at Cross Green to deliver the road.
- 5.15 **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. A technical study was recently undertaken that concluded that the Park and Ride is a feasible prospect and therefore it is proposed that land at the employment led urban extension at Cross Green is safeguarded for this use.
- 5.16 **Highways improvements around Perton** – access and egress to Perton has been identified as a longstanding concern for local residents. Delivery of the current site allocation and safeguarded land could facilitate improvements to the A41 junction that would alleviate some of the existing congestion. We will work closely with Staffordshire County Council to ascertain the type of junction upgrades required.

Smaller infrastructure opportunities

- 5.17 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.

Work to date with infrastructure providers

- 5.18 Engagement with infrastructure bodies has been on-going through the process of plan development to arrive at the stage of selecting preferred site options. The principle 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 as the plan proceeds towards submission to ensure that the council submits a sound and deliverable plan for examination .
- 5.19 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 and sustainable transport

- 5.20 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 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 are not aware of any other roads/junctions that are at capacity at present 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.

- 5.22 In June 2019, officers also met with Highways England (HE) 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 HE 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 agreed, was to use a version HE'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 between HE 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 has taken place in developing the approach, with the output being advice to identify distribution of trips from new development to junctions in the surrounding (including cross boundary) in order to identify which specific junctions will require upgrades/mitigation as a result of the new development. This information will then be shared with the promoters of the preferred sites to ensure these junctions are scoped into their Transport Assessments (TAs) and will identify the required mitigation (to be agreed with HE/SCC). These highway improvements will then need to 'plug in' to the Council's Local Plan Viability Study as essential development costs.
- 5.23 SCC are also in the process of preparing supporting evidence for the Council to identify where there is a need for increased connectivity (walking/cycling provision) and where there are opportunities to deliver new walking/cycle path links through the Local Plan. It is expected that this evidence will inform where new links should be created through new site allocations which then be a site-specific requirement of the Local Plan that will need to be incorporated in the subsequent design and masterplanning process.

Health

- 5.24 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.
- 5.25 Recent 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, CCGs and the Black Country authorities to consider the implications of planned growth on health infrastructure. Through this engagement it was discussed how introducing a health infrastructure policy and a process where the CCG/NHS is consulted on new developments and whether a contribution towards health infrastructure is required is supported in principle. It is envisaged that this would be similar to the approach taken by the education authority towards contributions, but its introduction would be subject to viability and meeting the tests for planning contributions. The NHS are currently undertaking an estates review that will inform what the need for new provision, factoring in increased housing growth, will be over the plan period and intend to provide any site specific requirements and associated costs by the end of November 2021.

Education

- 5.26 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, 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.

- 5.27 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

- 5.28 Cross boundary discussions recently took place between planning officers, the Staffordshire County Council and the Black Country. From these discussions, it was confirmed that existing and new planned school provision within each 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. It is agreed that this position and setting out how school places will be planned for will be set out in a Statement of Common Ground.

Drainage

- 5.29 The District Council has engaged officers from Severn Trent Water at various points in the plan’s preparation to date, to ensure that drainage infrastructure impacts are fully considered and planned for. The Council prepared a joint Water Cycle Study with the involvement of Severn Trent Water and other southern Staffordshire authorities. Following on from this work, the Council provided potential housing site options to Severn Trent Water to establish if any were undevelopable and the likely level of mitigation required to achieve satisfactory surface water and foul connectivity on any sites carried forward. These findings will be refined through further engagement with Severn Trent Water and incorporated into final site specific policy requirements set out in the Publication Plan consultation in 2022. In addition, engagement has highlighted the need for policies to promote a drainage hierarchy approach and controlling the water efficiency of new homes. These have been included in the policy directions set out in the 2021 Preferred Options consultation
- 5.31 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.

6. Next Steps

- 6.1 Following consultation on the Preferred Options responses from infrastructure providers and other stakeholders will be considered as the plan progresses towards producing the Publication Plan consultation in summer 2022. The Publication Plan will be the final draft plan before submitting the plan for examination. Engagement with infrastructure providers will be critical throughout this period to ensure that sites maximise infrastructure delivery and mitigate any impacts on existing infrastructure.
- 6.2 Site specific infrastructure requirements for the larger strategic sites will be factored into our stage 2 viability study to confirm viability, including any highways mitigation requirements (see para 5.22). Following this, Statements of Common Ground will be drawn up with the site promoters of the preferred sites to confirm their willingness to deliver the necessary infrastructure and policy requirements. These will be reflected in an updated IDP to sit alongside the Publication Plan consultation where detailed infrastructure cost and delivery mechanisms will be detailed.

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	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)	Highways England	£175-200m	Highways England;	End of construction 2024-25	Examination closed in April 2021. Secretary of State's decision expected October 2021. 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	Application for construction of road has been submitted to the Council and is awaiting determination.	
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.	

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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	£232.3-335.4m	Highways England funded.	By 2021	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/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	
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	

Category	Project	Delivery Partners	Estimated cost	Potential source of funding	Estimated timescales	Notes	State of readiness
						allocation/safeguarded sites for Codsall/Bilbrook. This will determine an appropriate scheme of mitigation.	
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	£78 m	Network Rail	2019	Completed May 2019	
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)	

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Category	Project	Delivery Partners	Estimated cost	Potential source of funding	Estimated timescales	Notes	State of readiness
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	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	

Category	Project	Delivery Partners	Estimated cost	Potential source of funding	Estimated timescales	Notes	State of readiness
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	
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.	

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Category	Project	Delivery Partners	Estimated cost	Potential source of funding	Estimated timescales	Notes	State of readiness
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 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 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	

Category	Project	Delivery Partners	Estimated cost	Potential source of funding	Estimated timescales	Notes	State of readiness
Flood risk mitigation	Lower Penn Flood Alleviation Scheme	SCC	Not known	SCC, potential grant funding	None identified		
Flood risk mitigation	Perton Surface Water Flood Alleviation Scheme	SCC	Not known	SCC, potential grant funding	None identified	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	£365,000	Flood Defence grant 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	

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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 the A5.	SSDC	Not known	S106	Ongoing		
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 Penkrige	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 Penkrige 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	

Category	Project	Delivery Partners	Estimated cost	Potential source of funding	Estimated timescales	Notes	State of readiness
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	Yellow
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	Red
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	Green
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	Yellow
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	Green
Open space and designated environmental assets	Ongoing management of Barnfield Sandbeds Local Nature Reserve (LNR)	SSDC	Not known	SSDC existing budgets	Ongoing		Green
Open space and designated environmental assets	Ongoing management of Baggeridge Local Nature Reserve (LNR)	SSDC	Not known	SSDC existing budgets	Ongoing		Green
Open space and designated environmental assets	Ongoing management of Wombrook Walk Local Nature Reserve (LNR)	SSDC	Not known	SSDC existing budgets	Ongoing		Green

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Category	Project	Delivery Partners	Estimated cost	Potential source of funding	Estimated timescales	Notes	State of readiness
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 environmental assets	Landscape buffer between ROF Featherstone employment site and Featherstone village	Developers	Not known	On site provision secured through S106 agreement	From 2019	Identified in the SAD as part of the ROF Featherstone 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	Canal and River Trust	Not known	Canal and River Trust, Grant funding	None identified		

Category	Project	Delivery Partners	Estimated cost	Potential source of funding	Estimated timescales	Notes	State of readiness
	and around Penkridge, Wombourne and Swindon						
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 & 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 Dimminsdale 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		

*South Staffordshire Local Plan
Preferred Options 2021*

Category	Project	Delivery Partners	Estimated cost	Potential source of funding	Estimated timescales	Notes	State of readiness
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		



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