

# **Infrastructure Delivery Plan**

**Local Plan Issues and Options Consultation**

**May 2019**

# Contents

## Overview and Structure of the Infrastructure Delivery Plan

### Infrastructure Delivery Plan:

#### Physical infrastructure

- Transport
- Energy
- Water and Drainage
- Waste
- ITC
- Public Realm

#### Green and Historic Infrastructure

- Open Space
- Rivers
- Historic Landscapes

#### Social and Community Infrastructure

- Education
- Employment
- Children's Services/specialised services
- Health/wellbeing
- Community Services
- Culture
- Leisure

## Overview and Structure of the Infrastructure Delivery Plan

Infrastructure planning is an essential element in ensuring that the Local Plan is deliverable. The term infrastructure refers to all of the requirements that are needed to make places function efficiently and effectively and in a way that creates sustainable communities. Infrastructure is commonly split into three main categories, defined as:

Physical: the broad collection of systems and facilities that house and transport people and goods, and provide services e.g. transportation networks, housing, energy supplies, water, drainage and waste provision, ICT networks and public realm.

Green and Historic: the physical environment that forms part of the character and setting of our towns and villages. A network of multi-functional open spaces, including formal parks, gardens, woodland, green corridors, waterways, street trees and open countryside. It also includes built heritage assets which form part of the physical environment.

Social & Community: the range of activities, organisations and facilities supporting the formation, development and maintenance of social relationships in a community. It can include the provision of community facilities (education, healthcare, community centres, sports & leisure facilities) as detailed in the Community Infrastructure Levy (CIL) regulations. In its broadest sense (and for the purposes of this IDP) infrastructure can also include small scale funding to assist local projects, skills development and volunteering.

The Infrastructure Delivery Plan (IDP) identifies the infrastructure required to support delivery of development during the plan period. The categories outlined above are reflected in the structure of the IDP.

The IDP identifies, as far as possible:

- Infrastructure needs and any infrastructure already committed;
- Costs;
- Responsibilities for delivery;
- Funding sources, identifying where developer contributions will be required;
- Indicative funding gaps and the potential nature of developer contributions; and
- Timescales.

The IDP also identifies elements of required infrastructure as 'critical' or 'priority' according to their importance to delivery of the overall Local Plan strategy. 'Critical' items are those which physical development can not occur without and/or are necessary for delivery of the overall Local Plan strategy. 'Priority' items are those to support delivery of physical developments and elements of Local Plan policy, but are not 'critical'. Links to the Local Plan Objectives are provided to identify key linkages between the infrastructure needs and delivery of the Local Plan priorities.

The current Local Plan (Part 1) was adopted in June 2014 which identified growth and infrastructure requirements for the period 2006-2028. The Council is currently undertaking a Local Plan Review, which will identify growth and infrastructure requirements for the period 2018-2036. This updated version of the IDP (from 2014) therefore reflects the infrastructure needs for the current adopted Local Plan (Part 1) and highlights matters to be considered further as part of the Local Plan Review. The IDP is a live document, updated on a regular basis as circumstances change and its production is guided by ongoing engagement with a range of infrastructure providers. During the preparation of the Local Plan, the Council will work with key service and infrastructure providers and undertake discussions about the level of growth proposed for the District and the distribution of this growth. This is via a range of means including individual meetings or correspondence, joint working on evidence base documents, and consultation responses to Local Plan consultations (and the accompanying IDP). The IDP has evolved over this process and ongoing consultation with key stakeholders will continue to update the IDP. These partnerships will be maintained throughout the plan period to help monitor implementation and delivery of infrastructure requirements as well as keeping these requirements up to date.

It should be recognised that the delivery of the full range of infrastructure needs of existing and new communities is dependent on partnership working between a variety of public, private and voluntary sector agencies. The actual delivery of infrastructure projects on the ground alongside new development in the District relies on the work of a range of statutory agencies (such as the County Council, Highway's England, Clinical Commissioning Groups) and other organisations in order to implement them. The relevant delivery agencies for the items of infrastructure are outlined in the Infrastructure Delivery Plan (as far as possible). The funding of infrastructure is discussed further below.

### **Infrastructure Funding<sup>1</sup>**

Infrastructure requirements will be funded by a variety of different mechanisms which will vary over the plan period. The IDP identifies as far as possible the committed and potential funding sources of the identified infrastructure needs. The key sources of funding over which the planning system can have a direct influence are as follows.

Community Infrastructure Levy (CIL): This is a tax on development introduced by Regulations in 2010 which can potentially fill or partially fill a funding gap to secure provision of infrastructure needed to deliver the policies and proposals in the Local Plan which cannot be delivered from other funding sources. The levy can also be used for ongoing maintenance of infrastructure. It can be levied on most forms of built development (excluding residential extensions, development for charitable purposes, affordable and self-build housing, as well as other minor exemptions) at the time planning permission is granted and collected when development is started. The levy is set in £s per square metre and must only be charged at a level that does not make delivery of development unviable following a general assessment of local development viability issues. The Council has adopted its CIL charging schedule which commenced on the 1<sup>st</sup> June 2015. This also entailed the adoption of a list of

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<sup>1</sup> It should be noted that the Government is currently undertaking a review of infrastructure funding measures, mainly via updates to national policy, guidance and the CIL Regulations (2010, as amended). For the most recent consultation on this please see <https://www.gov.uk/government/consultations/developer-contributions-reform-technical-consultation>. The most up to date position with regards to infrastructure funding will be reflected in updates to the IDP.

projects to be supported with CIL funding agreed in consultation with delivery partners e.g. the County Council, Parish Councils. Items included on the list (known as a Regulation 123 list) cannot also be the subject of a Section 106 planning obligation.

Section 106 Obligations: Section 106 of the Town & Country Planning Act 1990 is a well established part of the development management process, whereby obligations can be sought from individual developments either in cash or in kind towards provision of infrastructure, the need for which arises from the impact of the developments on e.g. transport networks and services, demand for education, open space sport & recreation facilities, nature conservation interests. This is also the normal mechanism for securing a percentage of affordable housing to be delivered by agreement with Registered Providers on commercial house builders' developments or the alternative of a financial contribution towards provision of affordable housing elsewhere in the District.

As from April 2010 contributions can only be obtained where they meet three statutory tests which were previously set out in policy guidance. Obligations must be necessary to make the development acceptable in planning terms; directly related to the development; and fairly and reasonably related in scale and kind to the development. In addition, from April 2015 'pooled contributions' towards one specific item of infrastructure are not allowed to be made from more than 5 individual obligations. So the use of S106 obligations needs to be considered in the context of what is to be delivered via CIL and the Regulation 123 list. Major development sites will continue to be significant contributors to infrastructure provision by this means.

Planning Conditions: Planning conditions cannot be used to directly impose financial obligations on developers but can be used to secure the implementation, sometimes in a phased manner, of specific items of infrastructure on or near to development sites. Conditions can, for example, require delivery of essential highway infrastructure the detailed design of which is then dealt with by the Highway Authority using agreements under Sections 38 and 278 of the Highways Act 1980. Conditions can also be used to secure the provision of on-site open space which is required to meet local design standards, with the ongoing maintenance arrangements dealt with by S106 obligations.

Other funding sources : There will be other sources of funding over the plan period including New Homes Bonus, Tax Incremental Financing, Regional Growth Fund, Lottery funding, direct public and private sector investment by service providers, grant aid and a range of other options which will be applicable depending upon the nature of the infrastructure involved.

The IDP identifies the future infrastructure needs for the current Local Plan (Part 1) 2014 plan period up to 2028 and also considers issues that will need to be addressed as part of the Local Plan Review. This is a 'long list' which has been formulated as a result of consultation and through the evidence base. It is recognised that infrastructure requirements would need to be funded by a variety of different sources as explained above. This list is indicative only i.e. highlighting the potential funding streams available. An item that is identified as potentially benefitting from Section 106 and/or CIL funds is not necessarily bound to either of those funding streams by this IDP. Broad items of infrastructure in the IDP may be refined further as part of the CIL process so that some elements of an item benefit from Section 106 funds whilst other elements benefit from CIL funds. The process of formally identifying items to benefit from CIL, and therefore excluded from future Section 106 contributions, is done via the CIL Regulation 123 list.

For any enquiries related to the IDP and proposals for introducing CIL charges please contact Planning Policy via email at [planningpolicy@cannockchasedc.gov.uk](mailto:planningpolicy@cannockchasedc.gov.uk); via telephone on 01543 462621; or via post at Planning Policy, Cannock Chase Council, Civic Centre, PO Box 28, Beecroft Road, Cannock, Staffordshire, WS11 1BG

Infrastructure Type	Link Core Strategy objective (objective number)	Infrastructure committed	Principal Infrastructure required for the future	Level of Priority	Costs	Delivery agency / funding source(s)	Indicative Funding Gap	Developer Contributions			Timescale: short <5yrs, medium 5 to 10yrs, long: 10yrs + Phased: alongside schemes/ ongoing	Other comments
								S106	CIL	Developer to fund direct e.g. on site design /land/ provision/ maintenance (including S278s)		
<b>PHYSICAL INFRASTRUCTURE</b>												
<b>Transport</b>												
Overall	3,4, 5, 6, 8		Transport infrastructure for future growth identified in Local Plan Review to be considered further	Priority	Unknown	Joint public and private sector delivery	Unknown	✓	✓	✓	Short/ Medium/ Long/ Phased	Joint working with transport partners (including County Council, Highways England, TfWM) to continue as part of Local Plan process
<b><u>Road – Sustainable Transport</u></b>												
Pye Green Local Transport Package	3,4, 5, 6, 8	<p>Pye Green Valley Distributor Road completed 2012 (est. £6m costs)</p> <p>New bus lay-bys Victoria Street, Hednesford completed 2012.</p>	<p>Highway improvements and sustainable transport provision to support Hednesford town centre regeneration and housing growth at Pye Green Valley and Land West of Pye Green Road</p> <p>New island Pye Green /Stafford Roads. Mini islands PGR/Broadhurst Green improvements Pye Green Rd/Limepit Lane, Station Rd/Rugeley Rd, Uxbridge Street/Market Street.</p>	<p>Priority</p> <p>Priority</p>	<p>Total cost of transport strategy is currently unknown.</p> <p>£2m</p>	<p>Joint public and private sector delivery through S106 developer contributions and local authority support as resources permit.</p>	Unknown	✓	-	✓	Short/ Medium	<p>Necessary for the delivery of regeneration and housing growth.</p> <p>Pye Green Valley site to provide half hourly bus service or up to £40,000 bus voucher scheme.</p> <p>Further scheme details are available as a Supplementary Document and the Transport Assessment for Pye Green Valley.</p>

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Norton Canes and Heath Hayes Local Transport Package	3,4,5, 8	£575,000 S106 to provide bus service via Norton Canes-Orbital/ Kingswood to Cannock	Highway and public realm improvements and sustainable transport provision, including a new bus service, to support urban extensions.	Priority	Total cost of transport strategy is estimated to be around £2m.	Joint public/private sector S106 contributions & LA support		✓	-	✓	Short/ Medium	Necessary for the delivery of regeneration and housing growth.  Further scheme details are available as a Supplementary Document.
		£200,000 towards junction improvements Burntwood Rd/ Brownhills Rd & A5190 Cannock Rd		Priority			N/A	✓	-	✓		£178,000 via S278 for Churchbridge junction upgrade from Norton Hall Lane res site. S106 signed 2015. Reserved matters approved 2018.
			Five Ways Island , Heath Hayes, A5190/B4154	Priority	£5m approx	Joint public/private sector including developer contributions	£5m (potential £300k to be funded via developer s if public sector funds are made available)	✓	✓	✓	Medium/ Long	Heath Hayes local scheme by SCC to improve a 5 leg island to relieve congestion. SCC appraisal report 2014.  Further investigation may be required on highway capacity at 5 Ways Island as part of the Local Plan Review.  AQMA at Five Ways approved following a resolution by Cabinet on 16 March 2017. Measures to reduce congestion would be helpful.

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Rugeley Town Centre Area Action Plan	4,5,6,7,8	Highway improvements and sustainable transport provision secured to support a planning permission for housing and employment in Lichfield District  £180,000 for bus service/ infrastructure	Highway improvements and sustainable transport provision, including town centre management, new bus station, to support redevelopment of Market Hall/Bus Station site RTC 6, and improved links to the town centre, including the Leathermill Lane and Love Lane cycle routes and Wolseley Road traffic management and safety improvements, Elmore Lane/Globe Island and Mill Lane/Forge Rd, Rugeley, pedestrian crossing facilities.	Priority	Total cost of strategy is currently unknown. Funding secured through a S106 for committed infrastructure  Tesco to fund other junction improvement schemes.	Joint public and private sector delivery through S106 developer contributions and local authority support as resources permit.	Unknown	✓	✓	✓	Phased	Necessary for the delivery of town centre regeneration and housing growth.  Details are provided in Rugeley Town Centre AAP and relevant Transport Assessments.  Redevelopment of Rugeley Market Hall/Bus Station site RTC 6, dependent on a flood defence scheme within Hagley Park. £5.2m scheme started Dec 2016-July 2017 and Opening Ceremony held 18 <sup>th</sup> December 2018.  Discussions are also taking place with Staffordshire County Council and the Canal and River Trust on further potential public realm projects including Leathermill Lane and Love Lane Cycle Routes.
		£395,500 for footpath/ cycleway improvements to T & M Canal & Towers Business Park and from		Priority		SCC, CCDC and developer contributions £395,500 secured from schemes to date	Funded	✓	-	-	Short	Footway /cycleway improvements from town centre/Tesco, T&M Canal and Towers Business Park in progress. Funding from Tesco and other S106.



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		<p>proposed Tesco store to Brook Square (see other entries below under Rugeley Town Centre Improvements and Cycle/ Pedestrian facilities)</p> <p>£150,000 from Tesco development for Bus Service Infrastructure Contribution</p>	<p>Improved pedestrian access from Rugeley town centre to Rugeley Town Station to complement SCC funded highway and environmental improvements along Horse Fair.</p> <p>New bus shelters Rugeley Bus Station; Real Time Passenger Information Screen; upgraded cctv camera; new bus station benches.</p> <p>New bus shelters on busiest routes in Rugeley and Brereton, and installation of additional Swift smartcard readers.</p>	Priority	Costs unknown	Network Rail SCC	Unknown	-	✓	-	Medium/ Long	<p>To be investigated with SCC and West Midland Trains. Funding available in part from SCC- scheme under discussion with SCC and Network Rail.</p> <p>Preliminary meetings with Staffs CC re costed programme to upgrade existing Rugeley bus station facilities and new shelters on the busiest routes in Rugeley &amp; Brereton.</p>

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Other areas outside local transport packages	5		Technical control measures to manage trunk road traffic flows	Priority	Currently Unknown	Highways Agency / developer contributions	Unknown	✓	✓	✓	Dependent on funding resources	Further investigations are required to confirm the need for traffic management measures to ensure the efficiency of the highway network.
Churchbridge A5/M6T/A460/A34 junction	3, 4, 5, 8		Improvements to existing Churchbridge junction A5/M6T/A460/A34 Cannock	Priority	£2.04m approx.	Highways Agency – Pinchpoint Fund/ developer contributions  £175,000 S278 contribution from Norton Canes scheme	N/A- Funded	-	-	✓	Short/ Medium	HA study(JMP 2010) identified need for junction improvements at Churchbridge to improve the efficiency of the highway network.  Submitted via LEPs for Highways Agency Pinchpoint Funding, Jan 2013. Scheme approved April 2013. Start of works June 2014.  Completed November 2014 but design life to 2020. Further junction improvements are required and discussions are ongoing with SCC and Highways England.  Additional works currently funded by McArthurGlen Designer Outlet Cannock.
A460 dualling- North of A5190, upgrading Lichfield Road roundabout to signal control and	4, 5, 8		A460 Cannock Eastern Bypass - Eastern Way dualling north of Mill Green/A5190	Priority	McArthur Glen Designer Outlet Cannock planning permission requires	Developer funded.		✓	-	✓	Medium	Construction has commenced on McArthurGlen Designer Outlet Cannock and the Eastern Bypass dualling. The, development opens in 2020.

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improvements to Hayes Way roundabout.					developer to fund scheme prior to occupation.							
A5 Corridor improvements	3, 4, 5, 8		Highway and junction improvements to reduce congestion, improve safety and reduce air pollution.  Longer term ambition to achieve Expressway status through phased improvements to route.		Unknown	Highways England, SCC, CCC	Unknown				Phased	The A5 Partnership is made up of 16 local councils, including CCC and SCC, supported by other public agencies along a 70 mile stretch from Gailey in Staffordshire, to Weedon in Northamptonshire (via Leicestershire and Warwickshire). It is supported by Highways England, four Local Enterprise Partnerships (LEPs), Midlands Connect, East Midlands Councils and the Homes and Communities Agency.
			Restoration of bus services to serve Kingswood Lakeside Employment Park and Orbital Centre, using S106 funding from Norton Hall Lane development		£550,000 S106		Unknown	✓	✓	-		5 x £100,000 payments prior to occupation of first dwelling, to provide bus service between development, Chase Terrace, Hednesford, Cannock, Brownhills and Walsall, to run every 30 minutes between 07.00 and 18.30 Mon-Sats over period.
Cannock town centre public transport	3,4,5,6,8		Cannock Bus Interchange. A Feasibility Study	Priority		SCC and CCC	Unknown					There will be a public consultation during Summer 2019.

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			has been commissioned and is due to be completed in Summer 2019.									
			Cannock Railway Station Improvements – Bus Stops on Lichfield Road.			Developer Funded by McArthur Glen Designer Outlet Cannock						To improve connectivity by public transport to the MGDOV development site.
Local Transport Plan District Transport Strategy footpath/cycle links	5, 8		Walking and cycling links and cycle parking as identified in the Local Transport Plan District Transport Strategy.	Priority	Full costs currently unknown. Costs of restoring former mineral railways to cycle/ walkways (as identified in Local Plan (Part 1) approx £150,000	Staffs CC, as resources permit and potential contributions from developers, Sustrans and British Waterways.	Unknown. At least £150,000 for mineral railway lines	✓	✓	✓	Phased	See cycle/pedestrian facilities below.
<b>Rail – Passenger</b>												
Chase Line - Walsall-Cannock-Hednesford-Rugeley	4,5,8	Real time information, new shelters and CCTV on platforms, artwork.		Completed	DfT / NSIP (£1.7m) & DfT Access for All, (£400,000)	DfT, London Midland, SCC	N/A	-	-	-	Achieved	Provided late 2010 under National Station Improvement Scheme.
Walsall-Rugeley signalling		Electric signals to replace manually		Completed	£79m	Network Rail	N/A-Funded	-	-	-	Short/ Current	Network Rail, Walsall-Rugeley resignalling. Completed August 2013.

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Rugeley-Walsall line speed upgrade		controlled signals /signal boxes, to increase line capacity.	Increased line speed from 45mph to 75/90mph to increase line capacity and assist case to reinstate a half-hourly service	Priority	£17m	Network Rail NRDF/DfT	N/A-Funded	-	-	-	Short/medium	Funding was confirmed in Government Spending Statement November 2011. Works completed in December 2018 to enable electric services to use the line. Improved service planned with timetable update in May 2019.
Walsall-Rugeley electrification			Route electrification 30 route miles.	Priority	£100m	Network Rail/ DfT		-	-	-	Medium	HLOS approval 16-7-12, CP5, 2014-19. Bridge reconstruction completed May 2015. Electrification works Completed-Dec 2018. Electric services May 2019
			Cannock Gateway Station upgrade related to McArthurGlen Designer Outlet Cannock	Priority	TBC	TfWM, Network Rail, franchisee, developer. SCC – LTP3 potential developer contributions	N/A-Funded	-	✓	-	Medium	Cannock Station Master Plan completed May 2018 under West Midlands Station Alliance. CCDC approved funding Dec 2018 to commission Outline Business Case. Consultants to be appointed 2019 to carry out GRIP 1-3 study in partnership between CCDC, WMRE, SCC, WMT & NR.
			Hednesford and Rugeley Town station upgrades. More frequent and faster electric trains.				Unknown					

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<b>Rail - Freight</b>												
Pentalver/ G & W's U.K./Europe Region.  Former Mid Cannock RDP site (Cannock)	4, 5	New crossover installed by NR as part of Chase Line resignalling August 2013, £2.75m.	Proposed inter-modal road/rail interchange.	Priority	£6-£13.5m	Pentalver/ G & W's U.K./Europe Region.  Network Rail GBSLEP Growth Deal	N/A	-	-	-	Short/ Medium	Delivery desirable to deliver modal change and improvements to Bridgtown AQMA.  Planning permission for terminal.  NR GRIP2 feasibility study commissioned. GRIP3/4 to follow.  10% of costs, £1.2m secured through GBSLEP Growth Deal bid. Pentalver/Freighliner to secure Board approval 2019 on £21m road/rail interchange.
<b>Car Parking</b>												
Town centre redevelopment proposals in Cannock, Hednesford, Rugeley and village centre improvements in Norton Canes.	1, 6, 7		Safe and accessible car parking. (Car parking provision to be determined by standards in Local Plan or SPD).	Priority	Unknown – dependent upon development scheme	Developers/ CCC. To be provided as part of development schemes.	Unknown	-	-	✓	Phased	The themes of reducing dependence on the car and promoting the provision of attractive and realistic alternatives, and, in particular, public transport, walking and cycling are priority objectives.
Rugeley Town Centre	1, 6, 7		Replacement parking needed at Market Hall/Bus Station & Wellington Drive sites.	Priority	Unknown – dependent upon development scheme	Developer	Unknown	-	-	✓	Phased	Local parking standards.

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<b>Canals</b>												
Trent and Mersey Canal	1,2,5,6,7,8	Existing commitments to improve parts of canal route-see entries below for Cycle and Pedestrian facilities and Rugeley Town Centre Improvements.	Improvements to towpaths, mooring facilities and access to towpaths, linked with cycling & pedestrian facilities. Improved signage to town centre needed, also canal side sanitary station.	Priority	Unknown-partly dependent on nature of development schemes	Canal & River Trust, developer contribution, possible capital funding bid	Unknown	✓	✓	✓	Phased	<p>Tesco S106 funding for canal tow path and access upgrade, improved signage to Rugeley town centre.</p> <p>Discussions taking place with SCC and CRT on public realm improvements planned for delivery in 2019-20. This includes access improvements at Leathermill Lane and towpath improvements in Brereton.</p>
Hatherton Canal	1,2,5,6,7,8		Restoration of the canal largely along a new alignment.	Priority	£44.1m + land acquisition costs	Lichfield and Hatherton Canals Restoration Trust, Canal & River Trust, Heritage Lottery.	£44.1m + land costs	-	✓	-	Medium/ Long	<p>Delivery desirable to meet Local Plan (Part 1) objectives of promoting tourism, leisure, economic regeneration, health wellbeing and green infrastructure.</p> <p>Water supply and boat turning movements still to be resolved. On 14.03.2019 Cannock Council Cabinet approved £10,000 of S106 contributions towards the commissioning of a Water Supply Study for the Hatherton Canal. This will be commissioned by the Canal Trust.</p>

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												CCC agreed to sell disused section r/o Finning, A5. to LHCR, March 2013. The sale has been completed.
<b>Cycle / pedestrian facilities</b>												
	2,5,7	Improvements to cycling / walking network linked to Heritage Lottery Funded Heritage Trail - opened in 2008 linking <b>Cannock, Hednesford &amp; Rugeley.</b>  Sustrans extension to Heritage Trail from Rugeley Road, <b>Hednesford to Rawnsley to Wimblebury</b> and <b>Chasewater.</b>	Better joining up of cycle and pedestrian routes, particularly linking housing to employment, town centres and community facilities, with cycle parking facilities in town centres. Likely to be a particular priority for <b>Norton Canes</b> and to link new housing at <b>Brereton</b> (Lichfield District) to <b>Rugeley</b> town centre.  Opportunity for further enhancement of former mineral railway routes to create cycle/ pedestrian links across District (also see SAC mitigation measures below)  Opportunity to enhance 'quiet lanes' in south of District	Priority	Unknown- partly dependent on nature of development schemes. Costs of restoring former mineral railways to cycle/ walkways (as identified in Local Plan (Part 1)) approx £150,000.	Lichfield and Cannock Chase District and County Councils Sustrans, CRT to be provided as part of development schemes or developer contributions	Unknown. At least £150,000 for mineral railway lines	✓	✓	✓	Phased	See walking and cycling improvements required under 'sustainable transport' above  Delivery desirable as resources permit to maximise sustainable travel opportunities. Mineral railways to be restored are Conduit Road to Albutts Road Mineral line, <b>Norton Canes</b> and Hednesford- Rawnsley mineral line, <b>Hednesford.</b> See cycle/pedestrian facilities below.



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		Rugeley Tesco to town centre and Towers Business Park via Love Lane/T&M Canal	with priority for cyclists and local access. Improved cycle and pedestrian linkages along key corridor to link town centre; Tesco; A51/McDonalds at Towers; and Rugeley Eastern Bypass	Priority	Unknown-full costs to be identified	Cannock Chase Council, Staffordshire County Council, developer contributions £395,500 secured from schemes to date	Unknown	✓	-	-	Short/ Medium	Funding secured via S106 contributions from Tesco, McDonalds and Westbury Homes developments. Footpath/cycleway improvements from town centre to Tesco, T&M Canal and Towers Business Park in progress. Discussion taking place with SCC and CRT to deliver public realm projects in 2019-20 at Leathermill Lane and Love Lane.
<b>Energy</b>												
Transmission and distribution systems for gas	3,4,8		None Identified (at present)	N/A	N/A	N/A	N/A	-	-	-	N/A	National Grid advise that development proposals will not have a significant effect upon the gas and electricity transmission infrastructure.
Transmission and distribution systems for electricity	3,4,8		None Identified (at present)	N/A	N/A	N/A	N/A	-	-	✓	Phased	Western Power has a statutory ability to charge developers and customers to fund any improvements required.
Renewable Energy	8	Large scale renewable energy infrastructure:  1) Poplars Landfill Anaerobic	Potential need for investment in strategic solutions in the District e.g. Combined Heat and Power/district heating	Priority	Unknown-costs dependent upon specific schemes	Private investment (commercial energy companies and non-energy developers	Unknown	-	✓	✓	Medium/ Long/ Phased	There may be funding gaps for future renewable and low carbon energy infrastructure projects that could be provided for via developer contributions to help achieve zero-carbon developments. Future

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		Digestion Facility  The Local Plan evidence base highlights the potential for further renewable energy generation, but no other large scale schemes are formalised at present.				as part of development schemes).  Potential national and local Government grants/ incentives or initiatives e.g. Renewable Heat Incentive; 'allowable solutions' funds.						guidance on the implementation of 'allowable solutions' for zero-carbon developments will affect this. As per Local Plan policies the Council should consider the appropriateness of obtaining funds towards this infrastructure via developer contributions as schemes develop, taking into account current position in relation to 'allowable solutions' funds.
Electric Car Charging Points	5, 8		Western Power highlight the increase in electric car sales as a future high power demand Connection points and supporting infrastructure for residential, commercial and public sites.		Unknown-costs dependent upon specific schemes	Electricity providers, Private and public landowners	Unknown				Phased	Demand expected to be high, but extent and timescales unpredictable for take up. Government priority to phase out use of most fossil fuelled vehicles by 2040 and encourage use of alternative power sources earlier if possible.  Electric Car charging points have already been installed at Hednesford Park, Norton Canes M6 Toll Service Area and a number of Car Sales garages along the A5 corridor through Cannock.

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<b>Water and Drainage</b>												
Water supply	3,4, 8	Water Resources Plan (South Staffs Water) for 25 year period updated every 5 years.	No major capacity issues or upgrade requirements identified by South Staffs Water for the current Local Plan (Part 1) period. Minor upgrades for site specific developments may be required e.g. new off-site water mains infrastructure or upgrades to relevant booster stations particularly around <b>Cannock/Norton Canes</b> - See Water Cycle Study (2010). An update to is currently being produced to the 2010 study and will be completed in 2019. This will identify any requirements for the Local Plan Review plan period.  Abstraction issues may impact upon any new agricultural or commercial schemes requiring large volumes of water.	Critical	Unknown-costs dependent upon specific schemes	South Staffordshire Water/ Developers	N/A	-	-	✓	Phased	Early consultation between developers and South Staffs Water required to account for upgrades on specific sites and any implications in terms of abstraction restrictions (the latter particularly applies to new large scale agriculture and commercial schemes). All developments should incorporate water efficiency measures to ensure overall demand does not outstrip supply. Water companies have statutory ability to charge developers and customers to fund improvements required.
Waste water	3,4, 8		No major capacity issues or upgrade requirements	Critical	Unknown-costs dependent	Severn Trent/ Developers	N/A	-	-	✓	Phased	Early consultation between developers and Severn Trent required to

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			<p>identified for the current Local Plan (Part 1) period.by Severn Trent for Rugeley, Burntwood or Goscote sewage treatment plants. Cannock sewage treatment plant may require some upgrades/expansion to accommodate growth but this is not considered a barrier to development. Possible local issues on network capacity with developments needing to consider upgrades to mains and/or pumping stations, particularly in <b>Cannock</b> area- See Water Cycle Study (2010).</p> <p>An update to is currently being produced to the 2010 study and will be completed in 2019. This will identify any requirements for the Local Plan Review plan period.</p>		upon specific schemes							account for upgrades on specific sites. Additional hydraulic analysis by Severn Trent is required on specific sites once capacities are confirmed. All sites will require individual review by Severn Trent as part of the planning application process. Upgrade requirements may create delays in the short term. Water companies have statutory ability to charge developers and customers to fund improvements required.
Drainage (waste drainage infrastructure	3,4,8		Environment Agency advises that mine water is a risk in parts of the District	Critical	Unknown-costs dependent upon specific	Coal Authority/ Environment Agency/	Unknown	✓	✓	✓	Phased	Rising water implications for contaminated land. Location of cemeteries – affected by water table

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already considered above. See also flood prevention below)			and additional treatment schemes may be required to prevent pollution. The Coal Authority have progressed a scheme for the former Cannock Wood colliery.  Environment Agency advise there is a proposed scheme in our investment programme to carry out a capital maintenance scheme on the culverted section of the Rising Brook through Rugeley town centre. This culvert requires works to improve its condition due to structural defects and siltation.	Unknown	Unknown	Developers  EA					2025-26	levels / contamination risk to controlled waters. (Environment Agency comments)  EA notified in Issues & Scoping Local Plan consultation response.
Flood prevention	3,4,8	Formal flood alleviation scheme has been implemented with minor works to be completed as per the <b>Rugeley</b> Level 2 Strategic Flood Risk	Specific catchment-wide requirements (e.g. Sustainable Drainage Systems - SUDS) are detailed in the Strategic Flood Risk Assessment and Surface Water Management Plan. Consideration given to de-culverting watercourses,	Critical	Costs of SUDS and de-culverting unknown- largely dependent upon specific development schemes.	Provided as part of development schemes and developer contributions where required. Potential Environment Agency and	Unknown	✓	✓	✓	Phased	Developers will be required to carry out Flood Risk Assessments where appropriate to identify site-specific needs.  The Surface Water Management Plan highlights the potential role of the canals in helping to manage surface water flood risk, which should be

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		Assessment (SFRA)	particularly in <b>Rugeley</b> Town Centre. An updated SFRA is due to be completed in 2019 to support the Local Plan Review and will identify any requirements.			other public sector funds towards any strategic projects required in future.						considered further as part of the proposed Hatherton Canal restoration.  A possible SUDS scheme for Rugeley Town Centre is being discussed with SCC and the Trent Rivers Trust in order to reduce the risk of surface water flooding.
<b>Waste</b>												
Strategic Collection / Disposal	3,4,8	The Staffordshire County Council and Stoke On Trent Joint Waste Local Plan 2010 - 2026 identifies a need for further capacity via new facilities to achieve waste management targets but sets no specific allocated sites for these. It also sets out existing facilities across the County which are to be safeguarded as part of the waste	No new requirements identified.  New regulations which came into effect on 6 April 2018 require SCC to review the waste local plan every 5 years. A review was undertaken jointly with Stoke-on-Trent City Council to consider if the plan needed updating. A report was considered by SCC Cabinet on 20 February, which endorsed the conclusions of the review of the Local Plan, that there is no need for a revision at this time, and it can continue to carry	Priority	Unknown	Staffordshire County Council/ Commercial operators	N/A	-	-	-	Phased	A number of existing waste management sites across the District are safeguarded via the proposed County Waste Core Strategy. An Anaerobic Digestion (AD) plant at the Poplars Landfill Site, Cannock is now operational following planning consent in 2010.  Developments should incorporate appropriate waste management facilities for individual schemes to support strategic management of waste e.g. appropriate bin storage and on-site recycling facilities (where appropriate).

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		management infrastructure. This includes a number of sites within the District.	weight in the determination of planning applications for waste developments. This was then reported to Full Council at SCC on 21 March 2019.									
<b>ITC</b>												
Telecommunications	4		N/A	N/A	N/A	N/A	N/A	-	-	-	N/A	Mobile Operators Association did not raise any specific infrastructure issues in relation to Local Plan (Part 1).
Broadband	4, 8	Cannock, Hednesford, Rugeley and Heath Hayes telephone exchanges have been upgraded to FTTC for superfast broadband access and are accepting customer orders for download speeds up to 40Mbits per second and upload speeds of 15MB/S.  By 2018 superfast	Since Spring 2012 work has been ongoing to increase speeds with up to 80MB/S download and 20MB/S upload speeds.  Less than 1% of the Council area is now without access to high speed broadband, and new technology may help to further reduce this gap.  The plans are updated every 3 months based on population density, demand, existing infrastructure, installation costs,	Priority  Priority	Already programmed  Unknown	BT Openreach in collaboration with the Government's Digital Britain scheme (BDUK), Local Authorities and Internet providers.  BDUK has allocated Staffordshire / Stoke on Trent LA's with £7,440,000 of state aid	N/A	-	-	-	Phased  The Government's Digital Britain target was for nationwide access to a minimum speed of 2MB/S by 2015 and a minimum of 24MB/S (superfast broadband) available to 95% of premises by 2017. Cannock Chase Council had	The Government is funding trials of alternative technologies to enable access for more rural areas. For example Broadband Enabling Technology will enable 1.7 million extra households to receive speeds up to either 1 or 2MB/S using existing copper lines at a smaller cost.

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		<p>broadband has also been supplied to other areas including Kingswood Lakeside employment area, A5 corridor in Little Wyrley, Prospect Village, and part of Cannock Chase south-west of Slitting Mill village between the A34 and A460.</p> <p>FTTC (Fibre to the Cabinet) involves laying fibre over the copper infrastructure running from the telephone exchange to the (green) cabinet boxes in the street. This allows more information to be transferred in a smaller space of time.</p>	and predicted profits.			<p>to fund the rollout of quality broadband to 178,158 properties in 'white areas (areas of poor connectivity) where it is not viable for private internet providers to fund the installation.' In addition SCC is providing £7.44 million and BT £12.47 million to this scheme.</p> <p>Where a scheme is not currently viable and an alternative public subsidy is available, a business case can be discussed for a shared</p>				<p>achieved near total fibre broadband coverage of 99.3% of the District able to connect to speeds of 24mbps by December 2018.</p>		



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						<p>funding scheme through an open tender.</p> <p>Staffordshire and Stoke awarded BT the contract to provide 97% coverage to Staffordshire by Spring 2016 under the Superfast Staffordshire partnership.</p>						
<b>Public Realm</b>												
Footways	2, 3, 4, 5, 7, 8		TfWM supports the need for a direct pedestrian link between <b>Rugeley</b> town centre and the Town railway station	Priority	Unknown-costs to be identified	Cannock Chase Council and developer partners	Unknown	-	✓	✓	Phased	Delivery desirable to reinforce other initiatives. Identified in SCC Rugeley Town Centre. Discussions are ongoing with Network Rail and SCC.
			Pedestrian routes will be needed to link new housing with employment, town centres and other areas such as local facilities and open space / recreation (see also 'cycling/pedestrian facilities' above). This includes the	Priority	Unknown-partly dependent on nature of development schemes	Cannock Chase Council and developer partners	Unknown	✓	✓	✓	Phased	Delivery desirable to reinforce other initiatives  The project to replace bins and seating has been completed.

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Town centre Improvements	1, 4, 6, 7, 8	Environmental improvements being undertaken to town centres, including provision of new bins and seating.	need for cross boundary working e.g. linking <b>Norton Canes</b> to Chasewater. New housing in Lichfield District which borders Cannock Chase District should be linked to facilities in <b>Rugeley</b> and <b>Brereton</b> .	Priority	Unknown-partly dependent on nature of development schemes	Cannock Chase Council with developer partners. Staffs Police, Cannock Chase council, developer contributions (providing these lead to long term sustainable improvement s)	Unknown	✓	✓	✓	Phased	Staffs Police, in partnership with the County Council, are working to integrate the 'Crowded Places' agenda in town centre redevelopment: specific infrastructure needs need to be negotiated at development brief stage.
			Location and design of street furniture (public seating etc) highlighted by a forum of community organisations. Upgrade within town centre schemes at <b>Cannock, Rugeley</b> and <b>Hednesford</b> and village centre improvements at <b>Norton Canes</b> . Enhancement works recommended in Conservation Area Management Plans.  Cannock Town Centre Development Schemes	Priority	Unknown-partly dependent on nature of development schemes	Cannock Chase Council with developer partners.	Unknown	✓	✓	✓	Phased	Cannock Chase Council in partnership with GBS LEP has commissioned a Cannock Town Centre Prospectus, due for completion in Summer 2019, to attract private

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Rugeley Town centre improvements	1, 4, 6, 7, 8		Paving – opportunities taken to renew, relay and improve the paving throughout the town centre using sustainable, high quality, durable materials.	Priority	Unknown- to be costed	Cannock Chase Council with developer partners. SCC/LTP3	Unknown	✓	✓	✓	Phased	sector development into Cannock Town Centre.  Cannock Chase Council has submitted a bid to the Government's Future High Streets Fund to assist with the regeneration of Cannock Town Centre and maximise the benefits from the £160m investment from McArthurGlen Designer Outlet Cannock, due to open in 2020. The Fund provides co-funding towards capital projects to bring transformative change to the local area and make town centres fit for the future. Successful applicants will be announced in summer 2019.
			Street furniture – opportunities taken to replace and refurbish existing street furniture	Priority	Unknown- to be costed	Cannock Chase Council with developer partners.	Unknown	✓	✓	✓	Phased	Delivery desirable to reinforce other initiatives

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			together with removal of 'clutter'.  Environmental improvements in key locations including: paving, signage, seating and soft landscaping along improved pedestrian/cycle links to town centre (Policy RTC10).	Priority	Unknown- to be costed	Cannock Chase Council with developer partners.	Unknown	✓	✓	✓	Phased	Pedestrian/cycle link between Tesco and Town Centre delivered in 2015 in conjunction with SCC. Improved paving, planting, signage and seating enhancements delivered as part of the route improvements from Tesco to the Town Centre.
			New planting to car park frontages to Forge Road, enhancement of car park frontage to Market Street, enhancement of open section of Rising Brook beside boardwalk.	Priority	Unknown- to be costed	Cannock Chase Council with developer partners.	Unknown	✓	✓	✓	Phased	Delivery desirable to reinforce other initiatives  Discussions are taking place on possible improvements to the boardwalk that is part of this walkway.
			Continue programme of tree replacement and planting, update design of Market Square, enhance entrance to Park on Elmore Lane, improve small areas of poor 'left over' private open space around edge of town centre	Priority	Unknown- to be costed	Cannock Chase Council with developer partners.	Unknown	✓	✓	✓	Phased	Delivery desirable to reinforce other initiatives  The tree replacement links with the Parks and Open Spaces work programme.

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			Town centre/Tesco linkage enhancements	Priority	£256,000	Cannock Chase Council and SCC with developer partners.	Funded-N/A	✓	-	-	Short	Funding secured via S106 contributions from Tesco. Forms part of wider scheme to include footway/cycleway improvements from town centre to Tesco, T&M Canal and Towers Business Park. First part from Tesco to canal completed 2015 and discussions now taking place on towpath improvements towards Brereton.  The Miners Memorial has been constructed on Globe Island.
Public Realm Enhancement - Other	1,4, 6, 7		Environmental enhancement of older employment areas and along the A5 corridor, Horsefair Corridor within the Conservation Area in Rugeley, and street furniture/landscape enhancements of small shopping parades.	Priority	Unknown-partly dependent on nature of development schemes	Developers, Public funding sources	Unknown	✓	✓	✓	Phased	Delivery desirable to reinforce other initiatives and to accord with the NPPF.  Rugeley Town Council would like to see environmental enhancements to Horsefair.

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<b>GREEN and HISTORIC INFRASTRUCTURE</b>												
<b>Open Space</b>												
Overall			Current Local Plan (Part 1) and infrastructure requirements informed by PPG 17 assessments from 2009-10.  New assessments and strategies are being prepared to update the evidence base on playing pitches, indoor sports facilities and open spaces. Due for completion in 2019 to update the evidence base for the Local Plan Review.	Priority	Unknown-further costs for future schemes to be identified	Cannock Chase Council capital programme, future grants and developer contributions	Unknown	✓	✓	✓	Short/ Medium/ Phased	
Parks	1,2,7	Cannock Park enhancements (footpaths, access arrangements, fencing) recently completed (2011/12)	Further enhancement works likely to be required to maintain Green Flag Award including new path provision and improved play provision	Priority	Unknown-further costs for future schemes to be identified	Cannock Chase Council capital programme, future grants and developer contributions	Unknown	✓	✓	-	Short/ Medium	
			Refurbishment to pitches and ancillary facilities	Priority	£160,000		£160,000	-	✓	-	Short/ Medium	Items identified on CIL 123 list
			Heath Hayes Park refurbishments-Refurbishments,	Priority	£1.29m	Cannock Chase Council	£1.29m	-	✓	-	Short/ medium	Items identified on CIL 123 list

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			including to pitches and tennis courts (drainage, car park provision and improved changing facilities)			capital programme and developer contributions						
		<b>Hednesford</b> Park upgrades and masterplan	Need for improvements and redesign linked to Hednesford Town Centre regeneration proposals	Priority	£2.5million – may be further costs for ongoing works beyond current masterplan	Cannock Chase Council capital programme, developer contributions and Lottery Funding	Unknown	✓	✓	-	Short/ Medium	The Council made a successful bid to Lottery fund for wider improvements to Hednesford Park as part of masterplan. Most of the improvements have now been made, except for the pitch improvements. Current scheme is fully funded- future developer contributions may be needed to support longer term additional works and maintenance (see entry below).
			Improvements to playing pitch provision	Priority	£200,000		£200,000	-	✓	-	Short/ Medium	Playing Pitch improvements currently unfunded and identified on CIL 123 list.
			Elmore Park, <b>Rugeley</b> enhancements - Dredging of lake and stabilisation of banks	Priority	£500,000	Cannock Chase Council capital programme, future grants and developer contributions	£500,000	-	✓	-	Short/ Medium	Works would support implementation of Rugeley town centre Flood Alleviation Scheme as well as enhancing park facilities. Item identified on CIL 123 list.

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	2, 7	Cannock Chase Council now has 5 Green Flag Awards and Management Plans are in place to guide investment	Continued investment in Green Flag Award bids to help maintain/achieve PPG17 assessment targets- ensuring access to 'good' quality parks as a minimum and increasing quantity provision where appropriate.	Priority	Unknown-costs to be identified	Cannock Chase Council, with partners	Unknown	✓	✓	-	Phased	These are at Cannock, Ravenhill, Elmore & Hednesford Parks, and Castle Ring. Castle Ring has also been awarded a Green Heritage award.
Allotments	2,7	Sites at Red Lion Lane, Norton Canes and West of Pye Green Road to provide on-site allotments as part of planning obligations.  New allotments have been constructed at the Pye Green Stadium site.	Additional investment/provision required to achieve PPG17 assessment targets of 0.065ha per 1,000 population and 'good' quality as a minimum. Provision to be increased District-wide but particularly in <b>Norton Canes</b> and <b>Rugeley/Brereton Cannock</b> .  A new evidence base has been commissioned in 2019 to update the PPG17 work.	Priority	Unknown-costs to be identified, partly dependent upon nature of development schemes	Cannock Chase Council/ to be provided as part of development schemes or developer contributions  Potential expansion of community-led schemes via external grants	Unknown	✓	✓	✓	Short/ Medium/ Phased	
Area management e.g. AONB,	1,2,7		Supporting the AONB Management Plan, principally	Priority	Unknown-costs to be identified via	Existing District and County	Unknown	✓	✓	✓	Phased	AONB unit, Cannock Chase Council Parks and Open Spaces,



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Country Parks			promotion of sustainable tourism measures and appropriate developments in and around the AONB to ensure its qualities are preserved and enhanced.		AONB Plan. Work currently underway to identify specific projects and costs.	Council and AONB budgets for management of open spaces/to be provided via development schemes or developer contributions						Countryside services, Staffordshire County Council Environment and Countryside Service all to work in partnership. Developments can contribute to objectives by sensitive design of new schemes, particularly within and at the edges of the AONB.
Semi-natural sites/forestry	2, 7, 8	Monies for management of key sites (see biodiversity section below) and other semi-natural green spaces District-wide	Continued investment/ management of existing sites (e.g. Local Nature Reserves). Additional investment/provision required to achieve PPG17 assessment targets of 6.2ha per 1,000 population and 'good' quality as a minimum.  A new evidence base has been commissioned in 2019 to update the PPG17 work.	Priority	Unknown-costs to be identified, partly dependent upon nature of development schemes.	Cannock Chase Council/to be provided as part of development schemes or developer contributions Possible external funds/grants from Natural England Environmental Stewardship Fund	Unknown	✓	✓	✓	Phased	
Biodiversity.	2,7		Management and enhancement works for habitats at Mill Green/Hawks Green Nature Reserve/Pye Green Valley	Priority	Unknown-costs to be identified	Natural England Environmental Stewardship continued	Unknown	✓	✓	✓	Medium	Funds for putting management plans in place, Local Nature Reserve designations, enhancement works to habitats and access

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			Spinney ( <b>Cannock/Hednesford</b> )			funding.  Existing District and County Council budgets for management / to be provided as part of development schemes or developer contributions						arrangements  Funding has been secured from McArthurGlen Designer Outlet Cannock towards improvements to Mill Green Nature Reserve.
		Connecting Cannock Chase undertaking forest clearance and heathland planting works in 2012/13	Former Regional Biodiversity Enhancement Area Action Plan Draft (2009) sets out recommendations for enhancement works for cross-boundary restoration area (Cannock Chase-Sutton Park). Whilst this initiative is no longer regional policy some of the recommendations will still be relevant for identifying additional green infrastructure provision to support improvements at a strategic level to compliment the Cannock Chase SAC	Priority	Unknown-costs to be identified	Natural England Environmental Stewardship continued funding. Existing District, County Council and AONB budgets for management /to be provided as part of development schemes/ developer contributions /Forestry Commission.	Unknown	✓	✓	✓	Medium /Long	Delivery desirable to reinforce other initiatives  The Ecological Joint Approach Group is working in partnership with Staffordshire Authorities to provide a County wide overview of green linkages, biodiversity offsetting and natural capital in order to improve Green Infrastructure and ecology.  Schemes may also be required to provide on-site mitigation measures to serve the development (on larger sites). Existing mitigation measures already undertaken in consultation with Natural England. Currently

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			mitigation measures (below). Being taken forward via new Connecting Cannock Chase Partnership and Project.  Opportunity for creation and enhancement of priority habitats in accord with LBOM and LBAP	Priority	Unknown-costs to be identified	Natural England Environmental Stewardship continued funding.	Unknown	✓	✓	✓	Medium/ Long	unfunded mitigation measures identified on CIL 123 list.  The SAC evidence base is being updated during 2019. All SAC mitigation measures are paid for specifically by developer contributions but can be combined with other sources.
		Provision of recreation space at major development sites within the District secured as part of planning consents  21ha at land West of Pye Green Road and 8ha at land off Norton Hall Lane under construction in 2019.	Appropriate Assessment for Cannock Chase SAC sets out potential adverse impacts of increased recreational pressures and air pollution. Visitor Impact Mitigation Strategy to address potential impacts is under development in association with Natural England and other partners. Likely to include traffic/access management and habitat management measures.	Critical	Approx £2m (across the SAC partnership area for current Local Plan period)	Existing District, County Council and AONB budgets for management / to be provided as part of development schemes or developer contributions (including High Level Stewardship funding)	Approx £2m (across the SAC partnership area)	✓	✓	✓	Phased	

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<b>Rivers</b>												
River corridors and catchments (see also entries under water supply, waste water and flood prevention)	2,7,8		The Transforming the Trent Valley' scheme will undertake a wide range of environmental, cultural and community-led projects within the Trent, Tame and Dove river valleys covering some 200 square kilometers from Uttoxeter to Tamworth and including the river valleys within or near to the main towns of Burton, Rugeley, Lichfield and Derby. Projects will include river restoration, improved access to explore hard-to-reach areas, and creating ways to reconnect communities with their natural heritage.	Priority	£4.7m including £2.7m from the Heritage Lottery Fund.	Transforming the Trent Valley' (TTTV) is a partnership project of 18 organisations working together to restore and enhance the natural and cultural heritage of the Trent Valley, led by Staffordshire Wildlife Trust. Other partners include SCC, East Staffs, Lichfield & Tamworth Councils, CRT, EA, and Support Staffordshire	N/A	✓	✓	✓	Phased  Final funding secured in December 2018 with work due to begin in April 2019 and last 5 years.	Infrastructure needs identified under 'Flood Prevention' will also support this initiative.'  Cannock Chase Council have provided written support for the project and the Landor Society in Rugeley were also invited to the project inception meeting.
<b>Historic Landscapes</b>												
Historic sites and buildings	1, 4, 6, 7	Rugeley Town Centre PSICA partnership with English Heritage - 2011-14 to grant aid	Investment in areas 'at risk' or 'sensitive' and works recommended by the Landscape Character/Historic Environment	Priority	Unknown-costs to be identified, partly dependent on nature of development	Cannock Chase Council/ to be provided as part of development schemes or	Unknown	✓	✓	✓	Phased	The Talbot St/Lichfield St and Rugeley Town Centre Conservation Areas have both been removed from the Historic England 'at risk' Register.

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		owners of historic commercial building for repair costs. Funding phase 2011-14 over 3 years complete, scheme now delivered.	Assessments/ Conservation Area Management Plans (see also infrastructure requirements for canals and the public realm above)  The Council will develop and promote a Rugeley Town Centre improvement scheme to help revitalise the urban fabric of the town centre, supporting appropriate projects which regenerate the historic core and actively promote the urban design principles of AAP.	Priority	schemes  £400,000 public sector to date	developer contributions  Match funding from English Heritage (Partnership Schemes in Conservation Areas) to Cannock Chase Council and Staffordshire County Council funds. (CCDC funds include Tesco S106 Developer Contribution)	Unknown	✓	✓	✓	Phased	

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<b>SOCIAL AND COMMUNITY INFRASTRUCTURE</b>												
<b>Education</b>												
Nursery and pre school	1,2,3,4		Any new schools required as a result of new housing development will have nursery / pre school provision.	Priority	Unknown-costs to be identified by County Council. Planning Obligations Policy cost of providing nursery school place = £13,165	County Council, DfE, Developer contributions	Unknown	✓	✓	✓	Phased	All schools in the District are Extended schools and as such have nursery / pre school provision.
Primary	1,2,3,4	New primary school at Land West of Pye Green Road currently under construction  Hob Hill primary school expansion completed  West Hill primary school expansion completed	In general terms, housing development over 700 new dwellings within a school catchment will be the trigger for a new primary school. Depending on the development location some expansions to existing primary schools may be needed. County Council have identified a number of projects required to address the needs of developments over the current plan period, some of which are now completed.	Priority	Approx £7.6m  Planning Obligations Policy cost of providing primary school place = £13,165	County Council and other possible sources of funding via Academy status of schools, DfE, Developer contributions	Approx £4.4m	✓	✓	✓	Phased	A number of existing planning consents for the plan period already have S106 agreements in place to address infrastructure needs for education provision, including the provision of a new primary school at land west of Pye Green Road and contributions towards primary school provision at Norton Canes. A number of primary education projects are identified on the CIL 123 list for the current local plan period.  The infrastructure requirements associated with the Local Plan Review growth will be kept under consideration and discussions to continue as

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												the plan progresses in order to identify any issues arising. Capacity issues in relation to potential future developments, particularly around the Heath Hayes/Wimblebury area identified in Local Plan Part 2 (2017) consultation response.
Secondary	1,2,3,4	Merger of Hagley and Fair Oak schools incorporating 6 <sup>th</sup> form provision and consolidation onto a single site.	Additional capacity will be required for housing development in Rugeley/Brereton following the consolidation of secondary school places onto a single site .  No capacity issues identified in relation to Cannock/Norton Canes areas for current plan period.	Priority	Unknown-costs to be identified by County Council. Planning Obligations Policy cost of providing secondary school place = £17,114	County Council and other possible sources of funding via Academy status of schools, DfE, Developer contributions	Unknown	✓	✓	-	Phased	Generally, the County Council do not currently envisage any significant further needs for secondary school provision over the current plan period for Cannock/Norton Canes. Capacity issues in relation to Rugeley/Brereton have arisen more recently given merger of schools and consolidation onto a single site and discussions are ongoing.  The infrastructure requirements associated with the Local Plan Review growth will be kept under consideration and discussions to continue as the plan progresses in order to identify any issues arising.
Further Education	1,2,3,4	Cannock, Lichfield and Tamworth		Priority	£6million to upgrade Cannock	South Staffordshire College,	N/A	-	-	-	Short	

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		<p>colleges have merged to form South Staffs College</p> <p><b>Cannock</b> college campus has been upgraded.</p> <p>South Staffs, College and CCC have established a skills and innovation hub at Cannock Campus, which is home to a new engineering hub due to launch in Summer 2019.</p> <p>Walsall College is delivering a Retail Skills Academy in partnership with CCC and McArthurGlen, launching in April 2019.</p>			<p>Campus</p> <p>Funding provided by CCC and SS LEP. A bid has also been made to GBS LEP for further funding.</p> <p>Funding has been secured via the S106 from the McArthur Glen Designer Outlet Cannock Planning Application.</p>	<p>Skills Funding Agency</p> <p>South Staffs College, CCC, LEP</p>	<p>A bid has also been made to GBS LEP for further funding.</p>	-	-	-	<p>Short/ Phased</p> <p>Short</p>	<p>Economic Development Service is leading on this initiative.</p> <p>Economic Development Service is leading on this initiative.</p>
Higher Education	1,2,3,4		None Identified at present.	N/A	N/A	N/A	N/A	-	-	-	N/A	There are a number of Higher Education establishments accessible



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												from the District e.g. Wolverhampton, Birmingham and Staffordshire universities.
<b>Employment</b>												
Training / skills links	4		New employment locations to be linked to training / skills facilities: The Skills and Innovation Hub, and Retail Skills Academy at Cannock Campus can provide training opportunities. Close working links with training providers enables college-based or bespoke employer-based training to provide for skills needs.	Priority	Unknown	LSP – LEP partnerships. Possible developer contributions from specific schemes with match public bodies funding	Unknown	✓	-	-	Phased	
Voluntary sector	2,4	Volunteer centre currently operates out of the Support Staffordshire (Cannock Chase) buildings in Coniston Hall, Chadsmoor	Town centre presence required (e.g. shop unit) to promote volunteering: <b>Cannock</b> a priority	Priority	Unknown-no firm proposals at present	Volunteer Bureau	N/A	-	-	-	Short	No funds – external funding would need to be sought – external bid
<b>Children's services/ specialised services</b>												
Children's centres, special needs and disability	2, 3		None identified (at present)	N/A	N/A	N/A	N/A	-	-	-	-	Continue to engage with service providers

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Health/ well being												
Hospitals	2, 3		None identified (at present)	N/A	N/A	N/A	N/A	-	-	-	-	Regional / sub regional issue. Determined by overall population growth in the area rather than on a district by district basis. No district-level infrastructure needs identified at present. Continue to engage with service provider in relation to estates strategy in particular.
Health centres / GP surgeries	2, 3		No needs identified for the current Local Plan (Part 1).  Needs for Local Plan Review to be kept under consideration (see comments)	Priority	Unknown	Revenue funding for staff etc provided by NHS England (sum per patient registered). NHS Capital Estates Improvement Programme provides potential source of funding for physical works to health centres/GP practices.	Unknown	-	-	-	-	The Council is engaging with the Clinical Commissioning Group who can advise of local capacity issues and any needs arising in relation to the Primary Care Networks (incorporating groups of health centres/GP surgeries) on a case by case basis.  The infrastructure requirements associated with the Local Plan Review growth will be kept under consideration and discussions to continue as the plan progresses in order to identify any issues arising. Discussions to date have highlighted potential capacity issues in relation to the redevelopment of the

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												Rugeley Power Station (based upon EIA Scoping Report consultation 2019 which suggests up to 2,300 dwellings on site) within the Rugeley Primary Care Network.
<b>Community Services</b>												
Libraries	2	New library constructed in <b>Norton Canes</b> – Opened 28.09.09.  Cannock Library re-modelled internally with upgraded infrastructure.	No current further major upgrade needs identified at present but ongoing enhancements to existing facilities may need to be supported. County Council has carried out a consultation on a library services strategy and some of the libraries are now run by volunteers.	Priority	Unknown	Staffordshire County Council, external bids, developer contributions	Unknown	✓	✓	-	Phased	Management of smaller libraries in partnership with SCC has transferred to South Staffordshire and Shropshire Healthcare NHS Foundation Trust, except for Brereton which has been run by the Rotary Club of Rugeley since 03.04.2018.
Community centres	2	Hednesford town centre regeneration provided new community facilities (completed 2013)  Pye Green Community Centre recently redeveloped	Improvements to village halls and community centres over plan period. Building Schools for the Future programme in <b>Rugeley</b> previously proposed potential new youth provision to serve area.	Priority	Unknown	Staffordshire County Council and Cannock Chase Council, with partners e.g. parish councils, developers	Unknown	✓	✓	✓	Phased	Staffordshire County Council has a scheme of capital grants to village halls. Mapping shows adequate provision of village halls / community facilities (quality etc not part of survey), with possible need for additional facilities for land east of Wimblebury Road ( <b>Heath Hayes</b> ).

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Citizens Advice	2	CAB operates from a retail unit in Rugeley and has achieved further operating efficiencies by relocating the Cannock office into Cannock Council Civic Centre.		Priority	Funding not to exceed current levels	Citizens Advice Bureau	N/A	-	-	-	Short	Rugeley CAB has moved to an appointment only service and closed the customer reception to reduce operating costs and focus resources on providing support to service users.
Social Services / over 50's support	2		Reconfiguration of existing delivery of social and health care facilities to integrate services and provide additional intermediate/extra care and community services is ongoing.	Priority	Unknown	Staffs County Council Social Care and Health	N/A	-	-	-	Short/ Medium	Redevelopment of Langbourn site in <b>Cannock</b> has been completed and County Council considering scheme for north of District to meet <b>Rugeley's</b> needs.
Police	1,2		No strategic infrastructure needs identified at present. Staffordshire Police advise in response to Local Plan consultations that developer contributions may be needed over plan period (subject to ongoing evaluations of services by the Police).	Priority	Unknown	Staffordshire Police, Developers	Unknown	✓	✓	-	Phased	Hednesford town no longer has a police station since the office closure. As part of ongoing estates strategy, Police looking for opportunities for shared accommodation e.g. Norton Canes police post in parish council offices.  The customer front desk at Rugeley Police Station has closed, but a commitment has been made to keep the front

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												desk open at Cannock Police Station.
Ambulance	2		None needed (at present)	-	-	-	-	-	-	-	-	Continue to engage with service provider
Fire	1,2	<b>Cannock</b> and <b>Rugeley</b> fire stations have been re-developed as Community Stations.	No further strategic needs identified (at present)			Part of a £46m PFI (1) initiative covering the whole of Staffordshire relating to Cannock. Part of a £50m PFI (2) initiative covering the whole of Staffordshire relating to Rugeley.	N/A	-	-	-		
Cemeteries / crematoria	2	Extension to Stile Cop Cemetery completed (£300,000 costs approx)	New cemetery/burial space provision needed for south of the District ( <b>Cannock</b> ). Estimated that a site should be a minimum size of 8 hectares to operate over an 80-85 year period. Bereavement Services Plan 2009-2019 sets out priority actions for management/ investment.	Priority	£1m approx	Cannock Chase Council capital programme/ developer contributions	£1m approx	-	✓	-	Medium/ Long	Council budget sets aside funds for ensuring additional cemetery provision but precise costs to be confirmed following further feasibility work. Item identified on CIL 123 list and a site has been granted planning permission.  A separate planning permission has also been approved on a neighbouring site for a crematorium.

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<b>Culture</b>												
Museums / galleries / theatres (non commercial)	1,2,4,6	Museum of Cannock Chase has had lottery grant for improvements that have been completed.	Enhancement of existing facilities, particularly in <b>Rugeley</b> , such as upgrading of Rose Theatre or Lea Hall welfare Centre.	Priority	Unknown	Heritage Lottery, Cannock Chase Council., developer contributions	Unknown	✓	✓	✓	Medium/ Long	The Rugeley AAP identifies that an improved approach, including access and car parking to the Rugeley Rose Theatre should be provided as part of the redevelopment of the Former Aelfgar Centre.
Cinema	6	Cannock cinema re-opened in 2011.	Provision of new facilities, e.g. cinema, bowling alley at <b>Rugeley</b> .	Priority	Unknown	Private Developers/ commercial operators	Unknown	-	-	-	Medium/ Long	
Youth drop in centre	2		A Youth Drop In Facility was provided in the former Taylor's Lane Squash Courts, which have since been demolished for future redevelopment of the Aelfgar site RTC4. To keep under consideration need for replacement youth drop in centre.	Priority	Unknown- to be costed	SCC/CCC/ Staffs Police/ Developer contributions	N/A	✓	✓	-	Medium/ Long	
<b>Leisure</b>												
Indoor Sports and Leisure overall	1,2,3		A study has been commissioned in 2019 to update the evidence base for indoor and outdoor sports provision in the District, which will provide an insight into future									

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			<p>infrastructure requirements. This will update the 2009-10 evidence base study requirements set out below:</p> <p>Sports Halls – Increase provision by 2019 by 4 courts at existing locations.</p> <p>Health &amp; Fitness – Increase number of fitness stations by a minimum of 80 to achieve national average provision.</p> <p>Indoor Bowls – Ensure achievement of local standard of 0.02 rinks per 1000 population in line with West Midlands level (existing level of provision) Improve quality of existing facility, where possible.</p> <p>Indoor Tennis – Ensure achievement of local standard that all residents should live within 30 minute drive time of indoor</p>	Priority	<p>£956,920</p> <p>N/A</p> <p>Unknown</p> <p>Unknown</p>	<p>Cannock Chase Council and delivery partners e.g. Sport England, County Council, local community organisation s/to be provided as part of development schemes or developer contributions (£837,500 from S106 for Norton Canes schemes- see notes)</p>	<p>£119,500 (but see notes re. former Blake Academy)</p> <p>N/A</p> <p>Unknown</p> <p>Unknown</p>	<p>✓</p> <p>-</p> <p>✓</p> <p>✓</p>	<p>✓</p> <p>-</p> <p>✓</p> <p>✓</p>	<p>-</p> <p>-</p> <p>-</p> <p>-</p>	<p>Short/ Medium/ Phased</p>	<p>Upgrades to Cannock and Rugeley leisure centres are contributing to some of these targets, particularly in meeting increase in fitness station needs.</p> <p>Upgrade to former Blake Academy facilities contributes towards increased sports hall (2 badminton courts) and dance hall provision. Community agreements to be secured to ensure provision meets District needs.</p> <p>Upgrade to Aquaris ballroom in Hednesford also contributes to improved dance provision.</p> <p>Section 106 funds from sites at Norton Hall Lane and Red Lion Lane towards sport and recreation to assist in meeting these targets for Norton Canes catchment (NB not all committed for indoor facilities).</p>

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			tennis facility (to be provided by marking out sports halls).  Dance – Provide minimum of one high quality floor. Potential future requirements to be established by further assessments of suitability of venues.		N/A		N/A	-	-	-		
Swimming pools	1,2,3	Rugeley had a replacement swimming pool built in 2008. Re-modelled <b>Cannock Chase</b> Leisure Centre pool to create 25m pool + 13m x 7m variable depth pool, opened 2013.	Swimming Pools – maintain existing water space within the District and monitor levels of imported demand to determine future needs.	Priority	Upgrade part of £6m refurbish of Chase Leisure Centre	Cannock Chase Council and Sport England	N/A	-	-	-	Short	The extended and improved provision is currently deemed sufficient for the plan period.
Sports pitches and courts	1,2,3	Full sized artificial turf pitch at Cardinal Griffin School ( <b>Cannock</b> ) completed 2012.  A new ATP has been	A study has been commissioned in 2019 to update the evidence base for indoor and outdoor sports provision in the District, which will provide an insight into future infrastructure requirements. This	Priority	See entries above for Cannock, Heath Hayes and Hednesford Parks (total £1.56m) £444,000 for pitch improvement	Cannock Chase Council and partner's e.g. Sport England, County Council, schools and developers via	£2m (for pitches outside Cannock Stadium)  £1.9m (for currently unfunded elements				Short/ Medium/ Phased	See above entries in Cannock, Heath Hayes and Hednesford Parks for pitch improvements. In addition, pitch improvements at <b>Norton Canes</b> Community Centre, Laburnum Avenue and Old Fallow Road, <b>Cannock</b> and Green Lane, <b>Rugeley</b> to be



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		completed at Bradbury Lane, Hednesford, in 2017.	will update the 2009-10 evidence base study requirements set out below:  Playing pitches – increase supply of junior and mini soccer pitches across the three catchment areas of <b>Cannock/Hednesford/Heath Hayes, Rugeley/Brereton and Norton</b> . Improve quality of Council pitches and changing facilities to “Good”. Agree policy with County Council and school governing bodies on community use of pitches on school sites. Synthetic turf pitches – Establish two new full size pitches in the District – one in <b>Cannock</b> one in <b>Rugeley</b> . Consider the feasibility of establishing a 3 <sup>rd</sup> .  Bowls –Ensure local standard of 0.159 bowling greens per 1000 population is		elsewhere in District (see notes)  £4.98m for sports hub facilities at Cannock Stadium site  £400,000 for extension of ATP at Rugeley. see Cannock Stadium costs for providing 3 <sup>rd</sup>	proposals as part of scheme or developer contributions	of Cannock Stadium scheme)	✓	✓	✓	undertaken.  Provision of a community sport hub at the former Cannock Stadium will also meet some of these needs and this work has now been mostly completed. Items on CIL 123 list.  Section 106 funds from sites at land West of Pye Green Road and Pye Green Valley contribute to meeting these targets in Cannock catchment. Possible use of funds from S106 funds from Norton Hall Lane and Red Lion Lane to assist in meeting targets for Norton Canes catchment.  Existing half-sized ATP at Rugeley Leisure Centre to be extended to cater for full-sized pitch to meet demand in this catchment. Item identified on CIL 123 list.	
					Unknown		Unknown	✓	✓	-		

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			<p>achieved (existing level of provision). Focus on maintaining quality.</p> <p>Tennis – Ensure local standard that all residents should live within a 1 mile radius of an outdoor tennis court is achieved (6 new courts required).</p>		£488,640		£488,640	✓	✓	-		
Children's play areas	1,2,3	Committed schemes for play area developments/ improvements at Bevan Lee, Swallow Close, Arthur Street, Laburnum Avenue, and North End Park have all been completed. <b>(Cannock/ Rugeley)</b>	<p>Ongoing improvements / new play areas linked to achieve PPG17 assessment targets of increased play space provision (0.045ha per 1,000 population and 'good' quality as a minimum). Increase quantity and quality across District but particularly in northern/central <b>Cannock, Heath Hayes and Brereton.</b></p> <p>A new evidence base has been commissioned in 2019 to update the PPG17 work.</p>	Priority	<p>Unknown-costs to be identified, partly dependent upon nature of development schemes</p> <p>Costs for Avon Road, <b>Cannock</b> play area £100,000</p>	Cannock Chase Council/ to be provided as part of development schemes or developer contributions	Unknown- at least £100,000 for Avon Road project	✓	✓	✓	Short/ Medium/ Phased	A number of existing planning consents for the plan period already have S106 agreements in place to address infrastructure needs for children's play area provision. Project to install new play area at Avon Road, <b>Cannock</b> identified on CIL 123 list. Draft Developer Contributions SPD identifies indicative costs for individual schemes.

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Amenity space/other open space	1,2,3,7	Range of maintenance programmes for existing open spaces District-wide.	Ongoing improvements / new amenity spaces linked to achieve PPG17 assessment targets (0.68ha per 1,000 population and 'good' quality as a minimum). Increase quantity and quality across District but particularly in northern Cannock, Heath Hayes, northern Rugeley and eastern Norton Canes.  A new evidence base has been commissioned in 2019 to update the PPG17 work.	Priority	Unknown-costs to be identified, partly dependent upon nature of development schemes	Cannock Chase Council/ to be provided as part of development schemes or developer contributions	Unknown	✓	✓	✓	Short/ Medium/ Phased	A number of existing planning consents for the plan period already have S106 agreements in place to address infrastructure needs for open space provision. Draft Developer Contributions SPD identifies indicative costs for individual schemes.