



Local Plan 2020-2040

Infrastructure Delivery Plan (Preferred Options Stage)

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1. Introduction

- 1.1 Stafford Borough Council (SBC) has recently published its Preferred Options report for the Local Plan 2020-2040 which is currently undergoing consultation. The purpose of this Infrastructure Delivery Plan (IDP) is to support the Preferred Options by identifying what infrastructure is needed to support the delivery of the proposed strategic aims and policies.
- 1.2 Delivery of new infrastructure and the upgrading of existing infrastructure is essential to the council achieving the Plan's objectives.
- 1.3 The term infrastructure is a broad term used for planning purposes to define all the requirements that are needed to make places function efficiently and effectively.
- 1.4 Infrastructure is usually split into three main categories, with these being:
 - **Physical** – the large systems and facilities that are required for housing, employment and transport such as, roads, utilities, access to clean water, water provision etc.
 - **Social and Community** – the provision of community facilities along with healthcare, education, sports and leisure facilities etc.
 - **Green** – the physical environment between any developments or settlements and also within these, which includes open spaces, allotments, formal parks, gardens, woodland etc.
- 1.5 Following the publication of the Issues and Options report and subsequent consultation which took place between Monday 3 February and Tuesday 21 April 2020, the council has reviewed the responses combined with the emerging evidence base to produce the Preferred Options Plan and this IDP.
- 1.6 This IDP identifies the Borough's existing infrastructure provision as well as the known requirements that have emerged through engagement with infrastructure providers and Staffordshire County Council (SCC) to date. This IDP is a 'living' document so will be updated when new information becomes available as the local plan progresses.

2. Planning policy context

National policy

- 2.1 The production of an Infrastructure Delivery Plan is an essential part of the evidence base in developing and delivering a sound local plan.
- 2.2 The National Planning Policy Framework (2021; NPPF) states the following:

- “All plans should promote a sustainable pattern of development that seeks to: meet the development needs of their area; align growth and infrastructure” (Para. 11.a)
- “Plans should be shaped by early, proportionate and effective engagement between plan-makers and communities, local organisations, businesses, infrastructure providers and operators and statutory consultees” (Para. 16.c)
- “Effective and on-going joint working between strategic policy-making authorities and relevant bodies is integral to the production of a positively prepared and justified strategy. In particular, joint working should help to determine where additional infrastructure is necessary, and whether development needs that cannot be met wholly within a particular plan area could be met elsewhere.” (Para. 26)

2.3 This highlights how important infrastructure and engaging with infrastructure providers is in the production of a local plan. In addition, a plan viability assessment should be carried out in accordance with national policy guidance to ensure that policies which require developer contributions do not undermine the delivery of the plan.

Local policy

- 2.4 The Local Plan 2020-2040 sets out the vision for the borough and once adopted will replace “The Plan for Stafford Borough 2011-2031”.
- 2.5 The council is currently consulting on the Preferred Options Plan. This plan is designed to support the council’s corporate vision of:

A prosperous and attractive borough with strong communities.

The Preferred Options Plan is based on the following objectives:

1. Contribute to Stafford Borough being net zero carbon by ensuring that development mitigates and adapts to climate change and is future proof
2. To develop a high value, high skill, innovative and sustainable economy
3. To strengthen our town centres through a quality environment and flexible mix of uses
4. To deliver sustainable economic and housing growth to provide income and jobs
5. To deliver infrastructure led growth supported by accessible services and facilities
6. To provide an attractive place to live and work and support strong communities that promote health and wellbeing

- 7. To increase and enhance green and blue infrastructure in the borough and to enable greater access to it while improving the natural environment and biodiversity
 - 8. To secure high-quality design
- 2.6 To summarise Policy 1. Development Strategy of the Preferred Options, provision will be made for a minimum of 10,700 new homes (equivalent to 535 new homes per year) and a minimum of 80 hectares of employment land to be delivered across the Plan period.
- 2.7 For more details about the proposed allocations in the Preferred Options, please see the chapter “Meecebrook Garden Community” for Policies 7 and 8, the chapter “Site allocation policies” for Policies 9-12, and Appendix 2.
- 2.8 Development identified in the local plan and the associated policies will need to be supported by the required infrastructure at the appropriate phase of delivery.

3. Understanding infrastructure needs

- 3.1 The role of this Infrastructure Delivery Plan is to set out the required infrastructure for site specific allocations which have been identified during the plan-making process. This IDP also includes non-site-specific infrastructure which will help support and deliver the objectives proposed in the Preferred Options.
- 3.2 The Preferred Options has been produced over several months following on from the consultation period of the Issues and Option paper which finished in April 2020.
- 3.3 The following sections of this report discuss the work undertaken in terms of identifying the infrastructure requirements and how this has been used to inform the Preferred Options and supported the creation of this IDP.

Working with infrastructure providers

- 3.4 Engaging and working with infrastructure providers is essential in order to understand the scale and type of infrastructure required, the cost, source of funding, timescales and responsibilities for delivery. From working with these providers, the following have been identified:
- The locations where existing infrastructure has capacity to accommodate additional growth, and the level of growth that would result in a tipping point requiring additional mitigation measures.
 - What infrastructure is required to support the proposed allocations.
 - The production of evidence to support the local plan as part of the plan’s evidence base.

- 3.5 Collating information from infrastructure providers has been a time-consuming but important process as it underpins the council's decisions relating to site allocations and ultimately the soundness of the plan. In some instances, at this stage of the plan-making process it has been hard to predict the required infrastructure needed, particularly regarding some utilities. This is because many utility companies tend to work in a reactive way to a five-year plan accommodating the confirmed growth to come in next 5 years whereas the Plan period covers 20 years and is still very speculative at this point.
- 3.6 As a result, the required infrastructure listed in this IDP is not an exhaustive list and will require updating as more information becomes available, along with the possibility that required infrastructure will be identified once the local plan has been adopted, through the planning application stage as the allocated sites are delivered.

Evidence base

- 3.7 The council has produced a suite of evidence-based documents which support and justify the decisions in the Preferred Options. The evidence base includes the following:
- Town Centre Capacity Assessment for Stafford Borough (completed 2019) – this report provides a full assessment of retail needs within Stafford Borough, which includes recommendations in terms of how to meet any deficiencies.
 - Stafford Borough Nature Recovery Network (completed 2019) – this report provides a strategic assessment of the borough's biodiversity and habitat networks. This will become an important piece of work as it will help inform the Local Nature Recovery Strategy and steer off-site Biodiversity Net Gains which are both mandatory as a result of the Environment Act 2021.
 - Indoor Sports Facilities and Playing Pitch Strategy (PPS; both completed 2019) – these reports set out current provisions (i.e. pitches and facilities) across the borough and the PPS sets out any current and future shortfalls and provides recommendations as to how these could be overcome.
 - Reasonable Alternatives Study (completed 2019) – this report provides an independent assessment of potential strategic growth location options and reviewed the opportunities and constraints at a number of locations across the borough.
 - Southern Staffordshire Councils Level 1 Strategic Flood Risk Assessment (completed 2019) – this study provides an understanding

of the risk from all types of flooding across Southern Staffordshire and presents clear and robust evidence.

- Southern Staffordshire Councils Water Cycle Study – Phase 1 Scoping Report (completed 2020) – this study assesses the potential issues relating to future development within Southern Staffordshire and the impacts on water supply, wastewater collection and treatment, and water quality.
- Ecological Assessment of potential New Local Plan sites using Nature Recovery Network (NRN) mapping and submitted sites (completed 2021) – this study examined the potential development sites in the borough, with each site being examined for known protected species records, habitats and geological features using data from Staffordshire Ecological Record.
- Historic Environment Site Assessment Stage 1 Report (completed 2021) – this study carried out a high-level assessment of the potential impact on the historic environment and ensured this had been taken into consideration in the site selection process. This report will be followed up with a Stage 2 report after the Preferred Options consultation period.
- Landscape Sensitivity Study (completed 2021) – this study carried out a strategic level assessment of the landscape and visual characteristics and the susceptibility to change of the different landscape elements.
- Viability Assessment (completed 2022) – this study tests the viability of development proposals and includes the costs associated with the required infrastructure to deliver the proposed allocations. This study determines if the development proposals and proposed infrastructure are feasible in financial terms and therefore if the plan is deliverable.
- Sustainability Appraisal (Initial report completed 2020, Interim report completed 2022) – this report considers the likely environmental effects and sustainability of the emerging plan, with the initial report published alongside the Issues and Options report, and alternatives with a view to minimising adverse effects and maximising the positives.
- Habitat Regulations Assessment (Issues and Options report completed 2020, Preferred Options report completed 2022) – this report considers the implications of the plan on European wildlife sites, in terms of possible harm to the habitats and species.

4. Funding and delivery

- 4.1 Infrastructure requirements will be funded by a variety of different mechanisms. Where new infrastructure is required for a new development, delivery of the new infrastructure or contributions (planning obligations) will be sought from developers to make the development acceptable in planning terms. Development will not be proposed through the local plan unless it has been checked that the required infrastructure can be delivered.
- 4.2 The key sources of funding from developers come from direct delivery by developers, Section 106 agreements and the Community Infrastructure Levy (where adopted).

Section 106 (S106) agreements

- 4.3 Developer contributions in some cases are key to be able to deliver the required infrastructure or mitigation measures. S106 agreements cover contributions towards infrastructure such as highways or education, provision of affordable housing, provision of open space and contribution towards mitigation measures for the Cannock Chase Special Area of Conservation (SAC).
- 4.4 The NPPF (2021; Para. 57) states that:

“Planning obligations must only be sought where they meet all of the following tests:

- a) necessary to make the development acceptable in planning terms;
- b) directly related to the development; and
- c) fairly and reasonably related in scale and kind to the development.”

Community Infrastructure Levy (CIL)

- 4.5 The CIL was introduced by the Planning Act 2008, and it is effectively a tax on development as a means of collecting developer contributions. The charge can be levied on a single house or flat of any size or non-residential development. CIL differs from S106 as the monies collected go into a general pot or are passed to the parish council, as required by the regulations, for the money to be spent on local infrastructure, in a priority order determined by the council.
- 4.6 The council has engaged viability consultants to assess whether SBC should bring forward a charging schedule for CIL.

Other sources of funding

- 4.7 Infrastructure will also be delivered directly by some providers where necessary. Some of these providers will 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, such as the Environment Agency, are arms-length government organisations so they obtain their funding directly from central government.

- 4.8 Grant funding is another important funding source, for example, in 2021 it was announced that the council had successfully bid for a share of the government's Future High Street Fund, which will go towards revitalising Stafford town centre.
- 4.9 There are also other funding sources such as National Lottery funding, which was used in the restoration of Victoria Park in Stafford, and funding from HS2.

5. Existing infrastructure

- 5.1 The following sections detail the existing infrastructure throughout the borough which are grouped in terms of physical infrastructure, social infrastructure and green infrastructure.

Physical infrastructure

5.2 Highways

- The main link up through Stafford Borough is the M6, with junction 14 located to the north of Stafford and junction 13 located to the south, just outside the borough boundary.
- Going through Stafford is the A34 which creates a link from Cannock to Stone and then beyond to Stoke.
- The A51 also provides another predominately north-south link, which creates a link from Lichfield and Rugeley to Stone and northwards out of the borough.
- The A518 creates an east-west link across the borough, from Uttoxeter to Stafford, and onwards to Newport via Gnosall.
- There are no other main A roads that create an east-west link across the Borough, and many of the other roads across the borough are B roads.
- The M6 is part of Highways England Strategic Road Network (SRN), and its maintenance is the responsibility of them. There have been recent works to upgrade the M6 from junction 13 to junction 15 to a smart motorway and works to improve junction 14.
- The remainder of the highway network (except for private roads) is managed by Staffordshire County Council.
- There has been recent ongoing work around Stafford to upgrade the highways infrastructure such as the completion of the Stafford Western Access Route.

5.3 Public transport

- Stafford Borough has good north-south rail links, with the West Coast Main Line running through Stafford that offers good connection to Birmingham and London, and cities to the north.
- HS2 has also proposed to deliver an integrated station at the existing Stafford Station, which will reduce journey times to London.
- However, the east-west connections across the borough are road based with no rail connections.
- There are bus services which run across the borough and localised services around Stafford. The majority of these are provided on a commercial basis by private bus operators.
- The bus routes follow what could be seen as the main links from Stafford, such as Stafford to Lichfield, Stafford to Telford, Stafford to Walsall, Stafford to Hanley via Stone, Stafford to Uttoxeter, Stafford to Wolverhampton and Stafford to Eccleshall. These services do stop at some of the larger Key Service Villages such as Gnosall, Hixon and Weston, but many of the smaller settlements have infrequent or no bus service.
- It is worth noting, that these bus services/routes are likely to potentially change over the plan period.
- SCC also provide some school buses to enable pupils to get to and from schools across the borough. It is likely any large-scale new development in a settlement away from Stafford or Stone will require developer contributions towards home to school transport.

5.4 Footways and cycle paths

- Stafford Borough has an extensive range of footways, cycle paths and towpaths. These include:
 - The Stafford to Newport Greenway, via Gnosall, which also forms part of the National Cycle Network route 55.
 - National Cycle Network route 5 which links Stoke-on-Trent to Stone and Stafford, via Aston Marina, and finishes in Baswich.
 - The Way for the Millennium which crosses Staffordshire from Newport to Stafford via Gnosall, and then to Rugeley, via Milford and Great Haywood and beyond to Burton Upon Trent.
 - The Staffordshire Way, which starts in the north of Staffordshire and runs outside the borough boundary before coming round the outskirts of Great and Little Haywood onto Shugborough and Cannock Chase and beyond southwards.
 - The Trent and Mersey Canal, Shropshire Union Canal and the Staffordshire and Worcestershire Canal.
- Staffordshire County Council is responsible for the maintenance of Public Rights of Way, footways and cycleways across Staffordshire,

with parish councils also having power to maintain footways or bridleways in their area.

- SCC published its Local Cycling and Walking Infrastructure Plan (LCWIP) 2021-2031 in October 2021, which sets out the council's vision and identifies where infrastructure investment should be targeted.
- From the LCWIP, it was highlighted that Stafford had one of the most extensive cycle networks and had the highest performing walking zone.
- The report also highlighted infrastructure priorities, some of which could be funded via HS2 such as improving footway/cycling provision from Yarnfield to Stone, Swynnerton to Stone, Stone to Stafford and Hopton to Sandon Road, Stafford.

5.5 Utilities (electricity and gas)

- The main electricity distribution network operator for the borough is Western Power Distribution, who are responsible for the provision of electricity and the required maintenance.
- There are ongoing works, such as new circuits being put in place to Eccleshall, to cope with the housing growth from the current adopted plan.
- Cadent Gas is responsible for the provision and maintenance of the gas network across the borough.
- There are a number of high-pressure gas transmission pipelines which cross the borough. Each pipeline has a 15-metre buffer zone on each side of the pipe where built development cannot be permitted.

5.6 Water

- Severn Trent Water (STW) is the statutory body responsible for providing clean water and wastewater infrastructure to the borough. STW produces a Water Resource Management Plan (WRMP) which demonstrates the long-term plans in place to ensure continued water supply whilst accounting for impacts such as population growth, environmental obligations and climate change uncertainty etc.
- In the Phase 1 Water Cycle Study, Severn Trent Water had "*no additional concerns from a water resources supply perspective*", as although the level of growth across the councils they supply is higher than accounted for in the WRMP, there is sufficient water resources to accommodate housing needs and proposed measures to reduce any potential pressures where necessary.
- The adopted Plan for Stafford Borough 2011-2031 has already been taken into account as part of the WRMP which was published in 2019. There are also proposed further investment in supply capability for 2025-2045 to address long term challenges which may address the proposed growth in the local plan.

- The council has been in dialogue with STW, and will continue to be, to establish the areas or settlements where growth may be more challenging to accommodate or require additional infrastructure.
- Large scale development at one site may require additional infrastructure in terms of sewerage treatment works, however the smaller size sites across various settlements are likely to be able to be accommodated within the existing capacity.
- In terms of wastewater, the preference for new development is to have separate surface water and foul water flows into the system, as excess surface water affects the capacity of the foul water system. New developments resulting in an increase in foul flows of 5-10% will generally not result in any requirement for wastewater infrastructure improvements.
- Surface water is usually discharged into a watercourse or a designated surface water sewer, which is the most preferable option. In some cases, developers may exercise their right of connection to a foul or combined sewer which may have an impact on the public sewerage system and require mitigation.

5.7 Flood risk mitigation

- Staffordshire County Council is the Lead Local Flood Authority (LLFA) and is responsible for surface water, groundwater, ordinary watercourses (both consenting and enforcement and works). Whereas the Environment Agency (EA) is responsible for the main rivers and reservoirs and will be consulted where development is proposed in Flood Zones 2 and 3.
- The following were identified from the Southern Staffordshire Councils Level 1 Strategic Flood Risk Assessment:
 - Stafford and Stone are both at risk of fluvial (river) flooding.
 - Stafford and Gnosall are in the top 10 urban and rural areas at risk of surface water flooding in Staffordshire (identified in SCC's Local Flood Risk Management Strategy).
 - Stafford is an area of highest risk / most historical incidents of sewer flooding.
 - Stafford also has a higher risk of groundwater flooding.
- Both SCC and the EA have various flood risk management assets across the borough.
- Any potential development across the borough needs to be aware of the potential flood risks and development should, where possible, be directed away from the areas that are at the highest risk (i.e. Flood Zone 2 and Flood Zone 3a and 3b) of flooding identified by the Environment Agency.
- Flood risk will change overtime, particularly with the impact of climate change, which should be taken into consideration for any development.

Social infrastructure

5.8 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.
- The council has been in dialogue with SCC to establish which schools have capacity to accommodate new pupils. This has been used in the site selection work.
- Any financial contribution required to accommodate a higher number of pupils or for potential school expansion, will be secured through a Section 106 agreement.
- Stafford operates a two-tier schooling system (i.e. primary and secondary schools), whereas Stone operates a three-tier schooling system (i.e. first, middle and high schools).
- Some of the smaller settlements have their own first or primary schools with the pupils then being required to travel into Stafford or Stone for the next school stage.
- For some large-scale developments new schools may need to be built, with the money being secured via Section 106 agreements. The proposed site needs to be of regular shape, level, flat and have suitable access.

5.9 Health

- Across the borough there are a total of 14 GP surgeries or health centres, with 9 in Stafford, 2 in Stone, 1 in Eccleshall, 1 in Gnosall and 1 in Great Haywood.
- County Hospital in Stafford is the one hospital in the borough, which also has an accident and emergency department. There are also hospitals in the neighbouring authorities such as Cannock and Stoke.
- Across the borough there are a range of other health services such as pharmacies, dentists, opticians, again these are generally situated in the larger towns of Stafford, Stone, Eccleshall, Gnosall and Great Haywood.
- There are also other specific services and clinics such as the Sexual Health Clinic in Stafford and St. George's Hospital also in Stafford which provides mental health services.
- In addition to the services provided by the NHS, there are also a number of private clinics and centres, again with these predominately being located in Stafford.
- Social care in the borough comes under the responsibility of Staffordshire County Council.

5.10 Retail

- The council commissioned a Town Centre Capacity Assessment (TCCA) for Stafford Borough to be undertaken which was published in 2019. This provided a full assessment of the retail needs in the borough.
- As a result, the Preferred Options has defined a Town Centre and a Primary Shopping Area for Stafford and Stone, and a Local Centre for Eccleshall.
- The TCCA concluded that Stafford has a reasonably healthy town centre, which is well represented in terms of food and non-food retail with national multiple and large-scale food stores, and has reasonable entertainment facilities, with the cinema being a key focal point. The centre would however benefit from more cafes and restaurants.
- Stafford Town Centre is well connected in terms of transport, with rail, bus and road links. Also, the majority of the primary shopping area is pedestrianised.
- The TCCA concluded, Stone Town Centre is currently healthy with good food retailing provision and a reasonable proportion of non-food national multiples, particularly for a centre the size of Stone.
- Stone Town Centre is well connected in terms of transport with rail, bus and road links, and again the Primary Shopping Area is focussed on the High Street which is pedestrianised. However, the town centre is predominately used by local residents, rather than attracting outside visitors.
- The TCCA deemed Eccleshall's Local Centre as well performing with the majority of retailers present being independents and the centre is very attractive.
- Eccleshall has some bus links and is accessible by road, however parking is limited. Although the High Street isn't pedestrianised, pedestrian activity is still high.
- There are Neighbourhood centres and local shops located in the following settlements which helps serve the local communities; Barlaston, Gnosall, Great and Little Haywood, Hixon, Tittensor, Woodseaves and Yarnfield.
- In addition, there are Stafford neighbourhood/local shops at Baswich, Holmcroft, Parkside, Rising Brook, Wildwood and Weston Road, and the Stone neighbourhood centre at Walton.
- There will be additional local centre/neighbourhood shops developed at land north of Beaconside (North of Stafford allocation under Policy 9) and Burleyfields (West of Stafford allocation under Policy 10).

5.11 Emergency services

- The emergency services operating across the borough include Staffordshire Police, Staffordshire Fire and Rescue and West Midlands Ambulance Services.
- The headquarters of Staffordshire Police is currently located in Stafford, however, in recent years a number of police stations in the borough, such as the ones in Stone and Eccleshall, have been closed with their buildings now being redeveloped into employment and residential uses. As a result, the nearest police stations are now located outside the borough, in either Cannock or Stoke.
- The headquarters of Staffordshire Fire and Rescue is located in Stone, and there are 5 other fire stations in the borough, 2 in Stafford and 1 each in Eccleshall, Gnosall and Stone.
- West Midlands Ambulance Services has an operating centre based in Stafford.

5.12 Leisure and wellbeing

- There are two leisure centres in the borough, one in Stafford and the other in Stone which are both run by Freedom Leisure.
- There are also currently 9 private gyms located within Stafford and Stone.
- Stafford Borough Council commissioned a Playing Pitch Strategy (PPS) to be produced which sets out the pitches the borough currently has. Across the borough there is a variety of pitches and facilities available for the following sports: football (grass pitches), football (3G pitches), Cricket, Rugby Union, Hockey, Golf, Bowls, Tennis and Athletics.
- The PPS did identify some shortfalls in terms of current provision, particularly shortfalls of 3G pitches and rugby union pitches. The predicted future provision also shows an increase in shortfalls across the borough as well as the exacerbation of the existing shortfalls. However, the shortfalls are relatively minimal when compacted to other local authorities nationally.
- The PPS is currently under review and in the process of being updated.
- An Indoor Facilities Strategy (IFS) was also commissioned, and this identified a shortage of a 6 court sport hall and a shortage of water space equivalent to an 8 lane, 25m pool (or two, 4 lane pools). With expected growth this water space shortage will grow to a shortage of a 10 lane 25m pool.
- The council maintains a variety of parks, which ranges from the formal town parks of Victoria Park in Stafford, which underwent restoration in 2020, and Stonefield Park in Stone, to the country park style of Wildwood in Stafford.

- There are also a range of local play parks which are predominately play areas located within housing developments that provide outdoor space to nearby residents. These are found across the smaller settlements as well as in Stafford and Stone.

5.13 Community hubs and centres

- Across the borough there is a wide range of community and village halls many of which also double as parish council offices. Many of the community and village halls also provide a range of educational and recreational facilities and events for the village and the surrounding areas.
- There are 7 libraries across the borough, 4 in Stafford, 1 in Stone, 1 in Eccleshall and 1 in Gnosall, with these either being managed by SCC or by the local community.

Green Infrastructure

5.14 Designated environmental assets and Local Green Space

- The borough contains 3 Ramsar sites at Aqualete Mere, Chartley Moss and Cop Mere, 15 Sites of Special Scientific Interest (SSSI) and 4 Special Areas of Conservation (SAC) at Cannock Chase, Mottey Meadows, Chartley Moss and Pasturefields.
- The Cannock Chase SAC is also part of the Cannock Chase Area of Outstanding Natural Beauty (AONB).
- There are also a variety of National and Local Nature Reserves (LNR), which includes the Riverside LNR that was designated in October 2021.
- There are a number of Local Green Spaces (LGS) which are designated throughout the borough. This designation gives the sites the same protection as Green Belt land. Currently there are 51 LGS, which totals circa 76 hectares, that were identified through adopted neighbourhood plans.

5.15 Canals and Rivers

- There are three rivers which run through the borough, the River Trent, River Penk and River Sow.
- There are also many smaller brooks which are located through the borough and link into the larger rivers.
- There are also three canals, the Trent and Mersey Canal, the Shropshire Union Canal and the Staffordshire and Worcestershire Canal.

5.16 Allotments

- Stafford Borough Council owns 21 allotment sites which are located across Stafford.
- The overall management of these sites is undertaken by the Allotment Trustees elected annually by SBC Horticultural Committee with co-operation from SBC officials.
- Some of the other town and parish councils across the borough have their own allotment sites in their area, with these councils being responsible for their management and upkeep.
- Due to the upsurge of interest in gardening/food growing due to the pandemic the majority of the allotment sites have a small waiting list, with Wildwood and Holmcroft allotments having the largest. However, the use of these plots long term is questioned as plots are rapidly becoming overgrown.

6. Preferred Options

- 6.1 The following sections detail the required infrastructure which has been identified for the delivery of the proposed site allocations in the Preferred Options. These requirements have been identified after extensive consultation with stakeholders and infrastructure providers.
- 6.2 Detailed below are specific pieces of infrastructure which can be costed in line with appropriate available evidence, with some costs still to be confirmed. In addition, there are more generic strategies included such as schemes relating to Green Infrastructure. Many of these strategies will be developed as the Plan processes or determined on a site-by-site basis during the planning application stage.
- 6.3 As discussed above the provision will be made for a minimum of 10,700 new homes and 80 hectares of employment land across the plan period from 2020-2040.
- 6.4 In terms of housing, this will comprise of 5,925 outstanding commitments, 3,000 new homes to be delivered at the new Meecebrook Garden Community and 1,785 across the existing settlements.
- 6.5 The employment land requirement will be delivered through, redevelopment in Stafford including Stafford Station Gateway, completion of existing employment land commitments (totalling 108.52ha), development of two proposed allocations (totalling 36.75ha) and 15ha of employment land to be delivered at the Meecebrook Garden Community.
- 6.6 Schemes related to the allocations already made in the adopted Plan for Stafford Borough 2011-2031, which includes both residential and non-

residential allocations, have had their infrastructure requirements evaluated with these being considered feasible and deliverable. Details of these requirements have been included in the following section. For the majority of these sites the necessary infrastructure works are in progress or have already been completed as the sites are currently being built out.

- 6.7 Development of the new Garden Community at Meecebrook will require larger and more significant infrastructure to be delivered. This has been discussed separately.
- 6.8 Currently there are 18 housing sites which have been deemed as the most suitable and preferable sites to deliver the 1,500 dwellings required at existing settlements. The proposed settlements for development and the proposed dwelling number at each settlement are as follows:
- Stafford Town = 1,181 dwellings
 - Stone Town = 370 dwellings
 - Gnosall = 109 dwellings
 - Woodseaves = 125 dwellings
- 6.9 The above totals 1,785 dwellings which exceeds the 1,500 but does mean a buffer has been included if a reason arises why a site is unsuitable for development as the plan progresses.
- 6.10 The distribution of the proposed development sites generally falls in line with the settlement hierarchy with the larger settlements of Stafford and Stone being able to accommodate more growth than the smaller settlements. To deliver the majority of these 18 housing sites, only minimal infrastructure requirements are needed, and the proposed growth does not put a strain on existing infrastructure which cannot be mitigated for. The proposed sites also follow national policy requirements by ensuring growth is situated in locations with good access to sustainable public transport or where brownfield opportunities exist.
- 6.11 The level of growth identified across the settlements is proportionate to the type of infrastructure that can be provided, where larger allocations can facilitate more significant new infrastructure provision such as the Stafford Station Gateway site, and smaller allocations are generally directed to the smaller settlements where minimal or no infrastructure is required.
- 6.12 The two new proposed employment locations will form extensions to existing employment areas. One allocation would form an extension to Ladfordfields Recognised Industrial Estate (RIE) and the other would be an extension to Redhill Business Park, north of Stafford.

Engagement with infrastructure providers

- 6.13 Engagement with infrastructure providers has been ongoing throughout the plan process which has contributed to the site selection process and has allowed for the identification of the proposed allocations presented in the Preferred Options. The principal purpose of this engagement was to identify where infrastructure restrictions may cause a potential site to be undeliverable and also identify necessary mitigation measures required for other sites to be developed. Further engagement will be ongoing throughout the Preferred Options consultation process until the Plan is ready for submission. Engagement from these providers allowed the council to make an informed decision as to which sites are the most suitable and sustainable in terms of infrastructure for allocation.
- 6.14 The following infrastructure providers have been engaged:
- Staffordshire County Council (SCC) Transport team
 - Staffordshire County Council (SCC) Education team
 - Highways England
 - Network Rail
 - Severn Trent Water
 - Western Power Distribution
 - Cadent Gas
- 6.15 At the time of writing this IDP a response had not be provided from health service providers. This document will be updated in due course once information has been received.
- 6.16 Staffordshire County Council's transport and education teams both provided a site-by-site assessment of all of the proposed sites identified from the site selection process. The conversations which took place between the council and both of SCC's Transport and Education team were crucial in the decision-making process in terms of infrastructure for the local plan.
- 6.17 The transport team provided information relating to any potential impact on the surrounding road network, whether the site has suitable access, how sustainable the site is in terms of accessing local and community facilities, as well as additional comments.
- 6.18 The education team provided information about which school catchment each site is in and whether that school has any current capacity or if the school can be expanded to increase capacity. The team also highlighted where new schools may need to be delivered to accommodate growth for some of the larger proposed sites.
- 6.19 Highways England were engaged to investigate any potential impact on the Strategic Road Network, specifically the M6 and Junction 14, as a result of the

proposed development at Stafford town. Updates will be provided once the impacts have been assessed.

- 6.20 Network Rail were engaged to assess the potential impact of development to the east of the West Coast Main Line at the Aston-by-Stone level crossing. From conversations with them the council was made aware that one large site is undevelopable due to the impacts on this level crossing and the proposed mitigation measures were deemed as unacceptable. There are two smaller sites which are proposed for allocation but development of them will be subject to mitigation measures being delivered. These mitigation measures are detailed in the following section.
- 6.21 Severn Trent Water (STW) provided a site-by-site assessment to identify a risk score for potential impact on sewerage and surface water infrastructure. None of the sites had risks which were deemed as showstoppers at this stage, but “high” risk flagged sites may benefit from master planning, phase plans or site-specific policy which will be determined at a later stage. STW raised no issues in terms of clean water supply at this point in the plan process, if any are identified these will likely be raised at a later stage or when the next water resources management plan (WRMP) is produced.
- 6.22 Western Power Distribution were engaged to understand the current capacity across their network. From these conversations, it was deemed that the proposed level of development at Stafford can be accommodated with no major infrastructure required. At this stage it is harder to forecast whether there will be any issues regarding the proposed development at Stone, this will likely be raised as the Plan progresses or beyond that after the Plan has been adopted. In terms of the other settlements, there was a potential issue raised for Gnosall, which has been detailed below.
- 6.23 In light of the Future Homes Standards and the ban on new build houses being connected to the gas network from 2025, the council has been in dialogue with Cadent Gas to understand the impact this will have on the existing gas infrastructure and whether there are any potential plans for hydrogen to be introduced into the system. This will be updated in due course once more information is known.

7. Required infrastructure for proposed site allocations

Stafford Station Gateway

- 7.1 As the proposed site at Stafford Station Gateway is a larger site, there are more infrastructure requirements for the site to be delivered. These are as follows and the details of the costs and source of funding, where known at this stage, are in Appendix 1:

- **Contribution to school expansion** – To allow for the development of the Stafford Station Gateway site, it is likely financial contributions, secured via Section 106 agreements, will be required towards school expansion to accommodate pupils at a nearby school.
- **New and improved bicycle and pedestrian routes** – The provision of new and improved bicycle and pedestrian routes should be delivered through and across the site linking to Stafford town centre in accordance with the Stafford Station Gateway Masterplan.
- **New crossing across the Stafford Western Access Road** – A new toucan crossing is required across the Stafford Western Access Road to link the north and south of the site.
- **New western station entrance** – A new western station entrance and ‘station square’ public space should be created.
- **Closure of Castle Street to through traffic** – Castle Street should be closed to through traffic, except for buses, and this link should be improved for pedestrians and cyclists to provide a link into Stafford town centre.
- **Improved off-site pedestrian and cycle routes along Newport Road** – The provision of improved off-site pedestrian and cycle routes along Newport Road is required which will allow sufficient links into the town centre.
- **Deliver a network of green and blue spaces throughout the site** – A landscape-led development that delivers a network of green and blue spaces throughout the site should be created. This should include the naturalisation of and creation of public access to Doxey Brook.
- **A site-allocation-wide flood risk assessment and sustainable drainage strategy should be undertaken** – The results of the flood risk assessment and sustainable drainage strategy should be used to inform the design of the development and demonstrate how flood risk will be managed across the site.
- **Provide convenience retail uses** – A maximum total of 1,400sqm of floorspace should be used to provide food and beverage convenience retail uses across the site to serve future residents and users of the development. The uses should not be of a scale or type that would compete with Stafford town centre.

Other site allocations

- 7.2 There is minimal infrastructure required to deliver the other 17 proposed housing sites. The requirements are as follows and the details of the costs and source of funding, where known at this stage, are in Appendix 1:
- **Aston-by-Stone level crossing mitigation measures** – To allow for the development of STO13 and STO16 in Stone, there will be mitigation measures required on the Aston-by-Stone level crossing due to the location of the sites east of the West Coast Main Line. After conversations with Network Rail, it was identified that development of one or both sites will result in an increased risk to the level crossing so mitigation measures must be delivered to allow the development to go ahead. All of the following mitigation measures are required (the approximate cost of each component can be seen in Appendix 1):
 - ANPR – Red Light traffic enforcement cameras (Home Office approved/fixed equipment)
 - Vehicle activated lights – Two (VAS)
 - Yellow box markings on the crossing
 - Decking – provision of new Strail decking
 - **Electricity upgrades at Gnosall** – After conversations with Western Power Distribution, it was identified that the proposed allocations at Gnosall are unlikely to be able to be accommodated before 2030. Western Power Distribution are doing ongoing works, so it is likely that after 2030 the sufficient works will have been completed to allow for growth in this settlement.
 - **Deliver new bus stops along A518** – After speaking to the transport team at SCC, it was identified that for GNO04 (west) to be developed, new bus stops should be delivered along the A518 to allow for sufficient access to the existing bus services.
- 7.3 There are two proposed employment site allocations, at this stage only the site SEI01 has been identified as requiring infrastructure improvements to allow for the site to be developed. The requirement is:
- **Improvements required at B5045 / Ladfordfields RIE junction** – After speaking to the transport team at SCC, it was identified that to allow for the development of the employment site at Ladfordfields RIE the junction onto the B5045 requires improvements.
- 7.4 It is likely that the other employment site, Land to the north of Redhill, Stafford (CRE02), will require infrastructure to be delivered but this has not been identified / confirmed at this stage.
- 7.5 There will be more general infrastructure required on-site for each proposed allocation such as wastewater infrastructure, roads and pedestrian facilities,

electricity connections etc. None of these should be above the normal expectation for the development of each site and will likely be determined during the planning application process, hence the exclusion of these from this IDP.

- 7.6 Please note, there are two brownfield sites in Stafford (HOP03 and HOP08) that are allocated in the Preferred Options but have not been counted in the housing trajectory for the plan period as they are not currently achievable. For the sites to come forward they will need to demonstrate that they can address education capacity constraints.

8. Infrastructure requirements for outstanding commitments

- 8.1 This section relates to the infrastructure requirements for the Strategic Development Locations (SDL) that were allocated in the Plan for Stafford Borough 2011-2031. There are two SDLs (North of Stafford and West of Stafford) that are still being built out and will continue to be built out through the duration of the Local Plan 2020-2040. The outstanding commitments totalling 6,200 are to be delivered at these two SDLs.
- 8.2 The other two SDLs (East of Stafford and the Stone SDL) that were allocated in the Plan for Stafford Borough 2011-2031, will be built out by the time the local plan is adopted so the outstanding commitments at these have not be factored into the decision making for the local plan.
- 8.3 Included in the adopted Plan for Stafford Borough 2011-2031, for each SDLs was a list of infrastructure that was necessary to deliver these sites and since the adoption of this plan, some of this infrastructure has been delivered. The outstanding infrastructure requirements have been carried forward to the Preferred Options of the Local Plan 2020-2040, please see Policy 9 and Policy 10.
- 8.4 The outstanding infrastructure requirements for the North of Stafford and West of Stafford SDLs are detailed below. Details of the costs and source of funding, where known at this stage, are in Appendix 1.

North of Stafford

- 8.5 The outstanding infrastructure requirements for the North of Stafford SDL are as follows:
- Highway capacity improvements, either through or around the perimeter of the site, or along Beaconside, will be required North of Stafford. Enhanced bus services and improved bus reliability.
 - Mitigation of impacts on Cannock Chase SAC in accordance with Policy 48.

- Gas infrastructure serving the employment land north of Primepoint will be reinforced. Gas infrastructure up-grading not required for the housing development other than standard connections into the system. Part of the North of Stafford Strategic Development Location extends over a National Grid high pressure gas pipeline (FM21 Audley to Alrewas). Development within the zone of influence must address the presence of the pipeline and not affect the functioning of this installation.
- Flood management scheme and less than greenfield surface water run-off to Sandyford Brook and Marston Brook through open water storage solutions, maximising opportunities for multi-functional open space provision.
- Electricity connections and sewage capacity improvements required to meet additional housing development.
- Two new primary schools are required as well as a new secondary school or extensions to existing secondary schools.
- A new Destination Park including children's play areas and multi-use games areas.
- Standard telecommunication connections will be provided to link to the Stafford exchange enabled with Superfast Fibre Access Broadband.
- Safeguarding of a site for health provision.
- Developer contributions will be required to provide the strategic infrastructure needed to achieve a comprehensive sustainable development at this Strategic Development Location.

West of Stafford

8.6 The outstanding infrastructure requirements for the West of Stafford SDL are as follows:

- Electricity connections and sewage capacity improvements required to meet additional housing development.
- A new primary school will be provided, and financial contributions to support additional capacity with new provision at existing secondary schools.
- Creation of a new destination park for children's play areas and multi-use games areas.
- Standard telecommunication connections will be provided to link to the Stafford exchange enabled with Superfast Fibre Access Broadband.

- Developer contributions will be required to provide the strategic infrastructure needed to achieve a comprehensive sustainable development at this Strategic Development Location.

9. Non-site-specific infrastructure

9.1 In addition to the site-specific infrastructure requirements for the proposed allocations, there are a number of additional infrastructure measures which should be delivered across the Plan period. These will be discussed in more detail in the following section, many of which relate to Green Infrastructure.

Green Infrastructure

9.2 The NPPF (2021) defines Green Infrastructure (GI) as “A network of multi-functional green and blue spaces and other natural features, urban and rural, which is capable of delivering a wide range of environmental, economic, health and wellbeing benefits for nature, climate, local and wider communities and prosperity.”.

9.3 GI is not just wildlife areas such as woodlands and wetlands, it can also include street trees, green roofs / walls, parks, private gardens, allotments and sustainable drainage systems. Whereas linear GI also includes roadside verges, green bridges, field margins, rights of way, access routes and canals and rivers.

9.4 GI has many benefits not just in terms of biodiversity and ecosystem services but there are also health and wellbeing benefits to those who can easily and readily access GI. However, Natural England’s Beta Green Infrastructure Mapping tool shows in a high-level analysis that around a third of people in England don’t live within a 15-minute walk of a natural green space.

9.5 Policy 46 of the Preferred Options supports the protection and enhancement of both green and blue infrastructure (GBI) across the borough. This GBI can also support the aims and objectives of the Nature Recovery Network and the Local Nature Recovery Strategy.

9.6 The following sections all contribute towards Green and Blue Infrastructure in the borough (with some having their own policies in the Preferred Options) and are all schemes which have an overall aim of increasing and / or enhancing this.

Open Space and Parks

9.7 Open space and parks are an important component of GI. There are ongoing works across the borough to improve or redevelop parks, with the largest project in progress being the redevelopment of Westbridge Park in Stone.

- 9.8 A proportion of the funding for the creation, upkeep and ongoing maintenance for these open spaces and parks comes from section 106 agreements secured against new residential developments. Set out in the Preferred Options, Policy 46 states that any development which is proposing to deliver 10 or more dwellings will be required to contribute towards expanding the green network by provide onsite open space and / or contributions towards offsite provision as well as contributions to ongoing maintenance.

Local Green Space

- 9.9 Local Green Space (LGS) is given protection equivalent to that afforded to Green Belt, meaning the site is protected from development. To be suitable for designation, LGS must be of significance importance to local communities, be it through its importance for wildlife, historic value or because it provides a peaceful space. LGS is an important contributor to Green Infrastructure and allows local communities to put forward land they wish to be protected from development. This allows the council to make a more informed decision as to which sites are important for the community and allows continued community access to these sites with the threat of development removed.
- 9.10 As part of the preparation of the Local Plan 2020-2040, a Local Green Space (LGS) designation study was undertaken by the council. From this study 19 sites have been identified as suitable for designation in the local plan which are being consulted on as part of the Preferred Options, details of these can be seen in Policy 13 and Appendix 2.
- 9.11 These would be designated in addition to the current 51 designated LGS.

Countryside Enhancement Areas

- 9.12 Identified in the Preferred Options, see Policies 14 and 15, are the proposals for the creation of 2 countryside enhancement areas across the borough. The proposed areas are as follows:
- Penk and Sow Countryside Enhancement Area
 - Stone Countryside Enhancement Area
- 9.13 Each of these areas will be conserved and enhanced to provide a major nature conservation and recreational resource for each of the two towns. The Penk and Sow area is of particularly importance as it could help to relieve some of the recreational pressure currently being placed on the Cannock Chase Special Area of Conservation (SAC).
- 9.14 It is envisaged that Stafford Borough Council will work with Staffordshire Wildlife Trust, Staffordshire County Council, developers and private landowners, who all own various pieces of land within the proposed area. It is intended that delivery of the countryside enhancement areas will be supported by developers' contributions, including the areas being a focus for off-site

biodiversity net gain, and outsourced funding such as from the HS2 partnership.

- 9.15 Both areas will aim to provide opportunities for the public to gain access to open space as the areas will seek to connect with existing resources such as public footpaths, tow paths etc. and where possible create new links. The countryside enhancement areas will have the purpose of encouraging recreation and leisure activities, but the aim is for the areas to remain natural and retain all the key existing landscape features.

Penk and Sow Countryside Enhancement Area

- 9.16 The Penk and Sow countryside enhancement area will be focussed around the Penk and Sow River corridors that leads from Stafford to Great Haywood. Development of this area could help enhance biodiversity in Stafford, contribute towards managing flood risk and promote the visitor economy.
- 9.17 The Stafford Borough Nature Recovery Network Mapping highlights the Rivers Penk and Sow as a wetland opportunity area stating, “The area around the confluence of the Rivers Sow and Penk present a potential opportunity for habitat enhancement and flood risk attenuation.” So, this area is a prime target for habitat enhancement and biodiversity gains.
- 9.18 At this stage, it is likely the council will move forward with the Penk and Sow countryside enhancement area first as it has more sources of funding to deliver the required infrastructure such as footpaths and gates etc., and the experience gained from delivering this area will be used to deliver the countryside enhancement area in Stone.

Stone Countryside Enhancement Area

- 9.19 The Stone countryside enhancement area will be focussed around the River Trent and the Trent and Mersey Canal which run through the centre of Stone. By creating this countryside enhancement area is ensures that most areas of the town have access to accessible green land and open space.
- 9.20 Again, the Stone countryside enhancement area is a prime target for habitat enhancement and biodiversity gains, with much of the area being deemed as a Wetland Habitat Opportunity area in the Stafford Borough Nature Recovery Network Mapping. This may also result in increased connectivity between the Local Wildlife Sites, Local Nature Reserves and Sites of Special Scientific Interest (SSSI).

Cannock Chase Special Area of Conservation (SAC)

- 9.21 The council is part of the Cannock Chase SAC Partnership which was set up to carry out further work from the Habitats Regulations Assessment and

establish suitable mitigation measures and implement these to address possible negative impacts.

- 9.22 The Cannock Chase SAC Partnership developed a programme of mitigation (Strategic Access Management and Monitoring Measures (SAMMM)) which is currently being implemented with funding coming from developers' contributions, as any development that leads to a net increase in dwellings within a 15km radius of the SAC has to have a Section 106 agreement secured which gives monies towards these mitigation measures.

Renewable Energy

- 9.23 Stafford Borough Council declared a climate emergency in 2019 and aims to achieve net zero emissions by 2040. A key component of reducing carbon emissions is to encourage the increase of renewable energy provision in the borough.
- 9.24 The Preferred Options has set out in Policy 4, that all major developments (both residential and non-residential) must demonstrate through an energy statement that there is no onsite fossil fuel combustion, energy use is minimised, and onsite renewable generation is maximised and equivalent to at least the onsite energy demand. This could for example be via the provision and use of wind turbines or photovoltaic panels etc.
- 9.25 However, for non-residential buildings, if it is not technically feasible to meet their residual energy demand through onsite renewable energy, the requirement may be met elsewhere by means of offsite renewable energy generation, with the procurement of this being demonstrated.
- 9.26 The Preferred Options also contains a separate renewable energy policy (Policy 40) which identifies areas in which proposals for wind turbines and solar photovoltaic generation will be supported in principle, as long as they meet all the policy requirements.

Playing Pitches and Leisure Facilities

- 9.27 The Playing Pitch Strategy (PPS) is currently in the process of being reviewed and updated. Once the updated strategy is released it will set out an updated list of the current shortfall of pitches across the borough, however it will not specify or identify potential sites to deliver this shortfall.
- 9.28 There have been no proposed allocations for playing pitches identified in the Preferred Options, but if a suitable site does come forward before submission this may be included.
- 9.29 Playing pitches will be required at the new Meecebrook Garden Community, but the technical detail is yet to be determined.

10. Next steps

- 10.1 Following consultation on the Preferred Options, responses from infrastructure providers and other stakeholders will be considered as the Plan progresses towards the production of the formal publication of the proposed Plan in summer / autumn 2023. This will be the final version of the Plan before it is submitted for examination.
- 10.2 Through this period, engagement with infrastructure providers and other stakeholders will be crucial to ensure all the required infrastructure has been identified as well as any mitigation impacts required for existing infrastructure.
- 10.3 The stage 2 viability study will factor in site specific infrastructure requirements, particularly for the larger sites including the Meecebrook Garden Community. After this, Statements of Common Ground will be drawn up with the site promoters of the preferred site to ensure their willingness to deliver the necessary infrastructure and policy requirements.
- 10.4 An updated IDP will be produced to support the publication of the proposed Plan which will provide more specific infrastructure cost and delivery timescales.

Appendix 1 – Infrastructure requirement costs

This appendix includes the details of the required infrastructure to deliver the proposed housing allocations. The majority of the costs at this stage are yet to be confirmed.

Infrastructure Category	Proposed Site	Requirements	Capital Cost	Source of Funding
Education	Stafford Station Gateway	Contribution to school expansion at a nearby school.	TBC	Developer contributions
Education	North of Stafford SDL	To accommodate scale of development proposed two new Primary Schools to be delivered with provision equivalent to 3-4 FE across the two.	TBC	Developer contributions
Education	North of Stafford SDL	Extension of one or possibly two existing secondary schools.	TBC	Developer contributions
Education	West of Stafford SDL	New primary school to be provided.	TBC	Developer contributions
Education	West of Stafford SDL	Expansion of existing secondary school subject to availability of Authority owned land.	TBC	Developer contributions
Transport	STO13 and STO16	Aston-by-Stone level crossing mitigation measures: ANPR – Red Light traffic enforcement cameras (Home Office approved/fixed equipment).	£145,000	Developer contributions
Transport	STO13 and STO16	Aston-by-Stone level crossing mitigation measures: Vehicle activated lights – Two (VAS).	£40,000	Developer contributions

Infrastructure Category	Proposed Site	Requirements	Capital Cost	Source of Funding
Transport	STO13 and STO16	Aston-by-Stone level crossing mitigation measures: Yellow box markings on the crossing.	£10,000	Developer contributions
Transport	STO13 and STO16	Aston-by-Stone level crossing mitigation measures: Decking – provision of new Strail decking.	Circa £26,000	Developer contributions
Transport	GNO04 (west)	Delivery of new bus stops along A518.	TBC	Developer contributions
Transport	Stafford Station Gateway	New and improved bicycle and pedestrian routes.	TBC	Developer contributions
Transport	Stafford Station Gateway	Improved off-site pedestrian and cycle routes along Newport Road to create sufficient links into the town centre.	TBC	Developer contributions
Transport	Stafford Station Gateway	New toucan crossing across the Stafford Western Access Road to link the north and south of the site.	TBC	Developer contributions
Transport	North of Stafford SDL	Highway capacity improvements, either through or around the perimeter of the site, or along Beaconside, will be required North of Stafford.	TBC	Developer Contributions
Transport	North of Stafford SDL	Enhanced bus services and improved bus reliability.	TBC	Developer Contributions
Transport	Stafford Station Gateway	Closure of Castle Street to through traffic.	TBC	TBC
Transport	Stafford Station Gateway	As part of the Stafford Station Gateway site a new western station	Unknown	Developer contributions

Infrastructure Category	Proposed Site	Requirements	Capital Cost	Source of Funding
		entrance and 'station square' public space should be created.		
Transport	SEI01	Improvement at B5045 / Ladfordfields RIE junction.	Unknown	Development contributions
Electricity	GNO02 and GNO04 (west)	Electricity upgrades at Gnosall.	TBC	Western Power Distribution
Electricity	North of Stafford and West of Stafford SDLs	Connections to grid.	TBC	Developers will be required to pay for connections
Gas	North of Stafford SDL	Gas infrastructure serving the employment land north of Primepoint will be re-enforced. Gas infrastructure upgrading not required for the housing development other than standard connections into the system.	TBC	TBC
Green and Blue Infrastructure	Stafford Station Gateway	Delivery of a network of green and blue spaces. This should include the naturalisation and creation of a public access to Doxey Brook and the retention of Stafford Crown Green Bowling Club.	Unknown	Developer contributions
Flood Alleviation	Stafford Station Gateway	A site-allocation-wide flood risk assessment and sustainable drainage strategy should be used to inform the design and demonstrate how	Unknown	TBC

Infrastructure Category	Proposed Site	Requirements	Capital Cost	Source of Funding
		flood risk will be managed.		
Flood Alleviation	North of Stafford SDL	Flood management scheme and less than greenfield surface water run-off to Sandyford Brook and Marston Brook through open water storage solutions, maximising opportunities for multi-functional open space provision.	N/A	Developer funded
Sewage	North of Stafford and West of Stafford SDL	Capacity improvements for both North of Stafford and West of Stafford SDL.	TBC	Severn Trent
Health care provision	North of Stafford SDL	Site should be safeguarded for health provision.	Unknown	Developer contributions
Open Space	North of Stafford SDL	A new Destination Park including children's play areas and multi-use games areas.	Unknown	Developer contributions
Open Space	West of Stafford SDL	Creation of a new destination park for children's play areas and multi-use games.	Unknown	Developer contributions
Retail	Stafford Station Gateway	A maximum total of 1,400sqm of floorspace should be used to provide food and beverage convenience retail uses. The uses should not be of a sale or type that would compete with Stafford town centre.	Unknown	Unknown

Appendix 2 – Glossary

Area of Outstanding Natural Beauty (AONB): A national designation to protect areas of landscape importance.

Community Infrastructure Levy (CIL): A charge that can be levied by local authorities on new development in their area, with the collected monies being spent on local infrastructure.

European Site: Sites that are afforded the highest levels of protection in the UK through European legislation. They include Special Areas of Conservation (SAC), candidate SAC (cSAC), Special Protection Areas (SPA), proposed SPA (pSPA), European offshore Marine Sites and Ramsar.

Green Belt: Open land designated under the local plan. Its purpose is to prevent urban sprawl by keeping land permanently open. Located in the north of the Borough (North Staffordshire Green Belt) and the south of the Borough (West Midlands Green Belt).

Green and Blue Infrastructure: A network of multi-functional green and blue spaces and other natural features, urban and rural, which are capable of delivering a wide range of environmental, economic, health and wellbeing benefits for nature, climate, local and wider communities and prosperity.

Local Green Space (LGS): Local Green Space designation is a way to provide special protection against development for green areas of particular importance to local communities. Local Green Space is afforded the same level of protection as Green Belt.

Local Nature Recovery Strategy (LNRS): A new England-wide system of spatial strategies that establish priorities and map proposals for specific actions.

Local Nature Reserve (LNR): Statutory protected sites designated under Section 21 of the National Parks and Access to the Countryside Act 1949.

Major development: For housing, development where 10 or more homes will be provided, or the site has an area of 0.5 hectares or more. For non-residential development it means additional floorspace of 1,000m² or more, or a site of 1 hectare or more, or as otherwise provided in the Town and Country Planning (Development Management Procedure) (England) Order 2015.

Nature Recovery Network (NRN): A national network of wildlife-rich places, which will be used to support the local nature recovery strategy.

Planning obligation / Section 106: Contributions secured by the council to help provide or fund infrastructure items or services that will help make development acceptable in planning terms.

RAMSAR sites: Wetlands of international importance, designated under the 1971 Ramsar Convention.

Site of Special Scientific Interest (SSSI): Sites designated by Natural England under the Wildlife and Countryside Act 1981.

Special Areas of Conservation (SAC): Areas defined by regulation 3 of the Conservation of Habitats and Species Regulations 2017 which have been given special protection as important conservation sites.

Sustainable urban drainage systems (SuDS): Measures to increase permeable surfaces in an area therefore allowing a slow release of water rather than fast run-off.