

Stafford Borough Infrastructure Strategy
Stage 2

Infrastructure Delivery Plan

Final Report

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In association with

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Mott MacDonald

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Stage 2 -
Stafford Borough Infrastructure Delivery
Plan

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Executive Summary

Introduction

This Infrastructure Delivery Plan (IDP) has been compiled by SKM Colin Buchanan, in association with Hewdon Consulting and Mott MacDonald on behalf of Stafford Borough Council. It sets out the critical infrastructure required to support the delivery of the Plan for Stafford Borough – Draft Publication. It has been prepared in close consultation with a wide range of infrastructure delivery organisations which have informed its development at every stage and will continue to play an active role in its evolution and implementation.

Objectives

The IDP is concerned primarily with critical infrastructure upon which the delivery of the Plan for Stafford Borough will be dependent. The purpose of the IDP is to help demonstrate the soundness of the Plan. In doing so, it sets out:

- Responsibilities for delivery;
- Timing of provision;
- Dependencies with proposed development;
- Means of funding / delivery.

The IDP will also have a longer term role; to provide a framework for enabling the Council and its delivery partners to work together to programme and monitor infrastructure delivery and land use development through the implementation of the Plan. To this end it is envisaged that the IDP will function as a business plan for infrastructure planning and delivery, with regular updates which will be an integral part of the Council's annual monitoring process.

The IDP also provides an evidence base to justify the need for a proposed Community Infrastructure Levy in Stafford Borough, in so far as it demonstrates the existence of a gap between the costed assessment of need and the estimated level of funding availability to meet the identified infrastructure requirements.

The Plan for Stafford Borough

The Plan for Stafford Borough: Draft Publication was published for consultation in September 2011. It covers the period 2011-2031 and provides for a total of 10,000 new homes (at an average rate of 500 dwellings per year), and additional employment land at an average rate of 8 hectares per year. Stafford Town is planned to accommodate over 70% of new housing development in the Borough, of which two thirds will be at Strategic Development Locations (SDLs) to the north, west and east of the existing built up area. Between 2008 and 2028 the total population of the Borough is forecast to increase by 15,000; including a significant absolute increase in the elderly population (over 65 years of age).

Infrastructure Requirements

Transport

The majority of schemes required to enable the delivery of the Plan will be located in and around Stafford Town. These comprise three distinct types of intervention:

- Highway enhancements to overcome capacity constraints and provide site access, improved public transport, walking and cycling that are essential to enable the sustainable development of proposed Strategic Development Locations (SDLs)
- A local transport package for Stafford Town comprising traffic management, parking, bus passenger information and walking and cycling enhancements. Unlike the SDL related schemes, these are not time critical in terms of their phasing, in relation to the planned location for development.

The largest proposed transport scheme is the Western Access Road which will determine the build out rate of the Western SDL. One phase is dependent on provision in-kind. However other phases will be dependent on developer contributions, public funds and access rights from Network Rail. Resolution of these issues will inform the timing of the release of land for development on this SDL.

Utilities

- Electricity Supply - All major infrastructure works required to accommodate the proposed levels of development set out in the Draft Plan have been identified for delivery by the infrastructure provider in the first 5 years of the Plan. Site connections will need to be put in place as the Strategic Development Locations come forward. These will need to be commissioned by the site developer / landowner as part of the on-site infrastructure works and accounted for as a development cost. The indicative costs vary considerably for each of the proposed SDLs and require further investigation by the landowner / developers, to assess their potential impact on development viability.
- Gas Supply – There are no known infrastructure requirements to support the levels of proposed residential development at Stafford Town. Reinforcement works will be required at some of the larger strategic employment sites (including Land East of Stafford), and may also be required at Eccleshall, Great Haywood, Little Haywood, Yarnfield and Woodseaves; subject to developments coming forward in these settlements. These works would be a cost on each development.
- Water Supply - The assessment included in this IDP assumes that there is sufficient capacity in the reservoirs in the area to supply the water demands associated with new development. This is subject to hydraulic modelling – the results of which will be confirmed by Severn Trent Water later in 2012. All three Strategic Development Locations at Stafford Town, and at the strategic location at Stone, will require some infrastructure reinforcement to support delivery. All identified reinforcement would be funded by Severn Trent Water and is currently planned for delivery in the period 2011-2015, although this is subject to confirmation following an ongoing feasibility study.
- Waste Water Treatment - At this stage Severn Trent Water (STW) consider capacity improvements will be required to accommodate development from all three SDLs in Stafford as well as Stone, with lead in times for delivery of up to 2-3 years, funded by Severn Trent Water.

- Broadband - Stafford exchange has been enabled with Superfast Fibre Access Broadband; this will enable future development in Stafford to benefit, at no additional cost for developers / landowners, over standard telecommunications infrastructure.

Social Infrastructure

Health - Two primary healthcare projects currently in development in Stafford Town would provide additional capacity to serve the proposed Strategic Development Locations (SDLs). Browning Street is anticipated to provide sufficient capacity to accommodate the existing population growth associated with the Northern SDL; and a project to the east of the Town would serve the Eastern SDL. There is currently sufficient capacity to serve the demands arising from the first phases of the Western SDL, although the surgery at Castlefields may need to be expanded in the medium term to serve later phases.

Education – Staffordshire County Council (SCC) has advised that it will consider specific needs of Strategic Development Locations on an individual basis. In the short term (Years 1-5 of the Plan for Stafford Borough) the strategy is focussed on increasing capacity in existing schools. SCC confirm that where there is demand, modest alterations to existing schools, such as new classrooms, pupil space and toilets, will be developed. Over the medium term (5 year plus) the County Council has identified the need for additional primary schools to serve each of the SDLs, and that this provision will need to be allowed for within the masterplan frameworks developed for each. There is more uncertainty about the form of provision of additional secondary education in Stafford Town, as the expansion of existing schools will, in most cases, require land acquisition. The provision of a new secondary school has not been ruled out in the medium term.

Environmental Infrastructure

The provision of significant new green infrastructure, including a network of Green Spaces and destination parks in Stafford Town and Stone, is a key objective of the Draft Plan. Within Stafford a key determinant of the amount, type and location of green infrastructure provision will be that required to mitigate the potential impact of new development on the Cannock Chase Special Area of Conservation (SAC).

The overall principle of mitigation measures comprise a package of either (a) on-site open space provision, (b) management of Cannock Chase, and (c) contributing towards 'Suitable Alternative Natural Green space' (SANGS) elsewhere. These measures have been demonstrated to meet the requirements of the Habitats Directive elsewhere in the UK and form a critical component of the infrastructure required to deliver the Plan for Stafford Borough.

This has the potential to present a significant opportunity for the multifunctional use of green infrastructure in the design of Strategic Development Locations at Stafford, including land for essential flood attenuation on the Northern SDL, publicly accessible open space, destination parks, and waterway and landscape restoration. The Delivery Plan for SANGs has yet to be agreed by Natural England. The production of an agreed delivery plan and the identification of appropriate sites will be a priority.

The impact that necessary flood attenuation measures on the Northern SDL will have on the layout, phasing and viability of the proposed development will require further investigation through the master planning process.

Delivery Strategy

The Borough Council is working in partnership with the promoters of the SDLs to prepare strategic frameworks for development. Through this process all parties will be able to identify key risks associated with infrastructure delivery and identify potential mitigation through alternative layouts, mix of uses, phasing etc... Each Strategic Framework will need to address the delivery of the infrastructure requirements identified in this IDP, including where necessary through viability appraisal to demonstrate deliverability. Any implications for the phased delivery of development should be identified.

A particularly important issue for the Strategic Frameworks to address will be the approach to developer contributions (s106 and s278), which will be specific to the requirements of each site. The Council will seek to secure financial and in-kind contributions towards strategic and site specific infrastructure, in accordance with CIL Regulations as well, where appropriate, to embed infrastructure into the design of the schemes.

It is too early to estimate how much infrastructure can be funded through a Community Infrastructure Levy (as distinct from s106 obligations), although the Council intends to introduce a CIL Charging Schedule after the adoption of the Plan for Stafford Borough. A key issue for the authority will be how it decides to prioritise its use of CIL receipts. However, it is anticipated that in relation to the Strategic Development Locations at Stafford and Stone, s106 obligations will be the primary source of developer contributions towards critical infrastructure.

Once a CIL Charging Levy has been adopted the Council will need to publish a list identifying those items on which it intends to spend CIL, thereby enabling it to continue to utilise s106 to deliver infrastructure. This will require careful consideration and regular review, in tandem with the monitoring and review of the IDP.

A summary of critical infrastructure costs and available funding is provided in the table below.

Infrastructure	Total Capital Cost 2011-2031	Capital Cost 2011-2016	Committed Funding	Notes
Transport				
Highway, pedestrian and cycling	£35m	£8.3m	£5m	No costs available for schemes outside Stafford Town. All figures exclude signed s278 agreements.
Public Transport	TBC	TBC	TBC	Developer contributions likely to be sought from developers of SDLs.
Electricity				
Infrastructure	Unknown	Unknown	Unknown	It is anticipated that all off-site infrastructure will be funded by National Grid.
Grid connections	£22.35m	Unknown	NIL	Will need to be funded by landowners / developers of SDLs in Stafford and Stone as a development cost.

Infrastructure	Total Capital Cost 2011-2031	Capital Cost 2011-2016	Committed Funding	Notes
Gas	£4m	Unknown	NIL	Estimates exclude design and easement fees. Would be triggered by developer requests. Costs would fall on developer.
Water Supply	£4.6m	£4.6m	Unknown	Costs subject to ongoing feasibility work. Development site infrastructure funded by landowners / developers; off-site infrastructure funded by Severn Trent Water.
Waste Water Treatment	£0.9m	£0.9m	TBC	Severn Trent Water will provide funding for all strategic infrastructure. Full costs yet to be determined.
Flood Defences	TBC	0.95m	0.95m	Committed schemes only.
Green Infrastructure	Unknown	Unknown	Unknown	Includes open space; SANGs and flood alleviation. Anticipated that all will be delivered through developers through embedded infrastructure; commuted sum payments (e.g. for off-site SANGs) and planning obligations.
Education	£25m (primary) £19m (secondary)	TBC	NIL	Costs include provision of 3 new primary schools on Stafford SDLs and extensions to existing secondary schools in Stafford, Exclude costs of new secondary school in Stafford, or provision or extensions to existing schools in Stone.
Primary Healthcare	£13m	£5m	NIL	Costs comprise relocation / extension to two surgeries in Stafford Town.
Telecommunications	N/A	N/A	ALL	BT Open reach have rolled out Next Generation Broadband to Stafford Exchange; but no timetable for roll out to Stone, and other rural exchanges. Cost will be met by BT Open Reach. No additional cost to developers.
Total	£122.5m+	£19.55+	£6m	

1 Context

1.1 Study Objectives

1.1.1 Colin Buchanan, in association with Hewdon Consulting, Mott MacDonald and Level, were commissioned in 2009 to undertake an Infrastructure Strategy & Development Capacity Study on behalf of Stafford Borough Council. The study comprised two stages:

- Stage 1 – An assessment of the infrastructure required to deliver the alternative spatial development scenarios presented in the Core Strategy Issues and Options consultation draft (February 2009) and recommendations on the preferred directions for growth resulting from this analysis
- Stage 2 – to assess the deliverability of the Council's preferred strategy in terms of infrastructure costs and associated funding availability, including advice on the strategy and charges that could be levied through a s106 tariff or Community Infrastructure Levy.

1.1.2 Stage 1 concluded in 2009 and the outputs provided part of the evidence base underpinning The Plan for Stafford Borough - Draft Publication (September 2011). (Hereafter referred to as the Draft Plan).

1.1.3 Stage 2 comprises two related tasks, as follows:

- A The production of an Infrastructure Delivery Plan (IDP) to support the submission Local Plan
- B A viability assessment to inform the preparation of a draft Community Infrastructure Levy (CIL) Charging Schedule.

1.1.4 This report provides our findings from Task A, and is complemented by a separate report relating to Task B. The remaining chapters of this report have been written in the form of an IDP rather than as a technical infrastructure study. As such it is a relatively succinct report which attempts to demonstrate when, where and how infrastructure will be delivered to support planned levels of development in order to demonstrate the deliverability of the Borough's new Local Plan.

1.1.5 The IDP builds directly on the work undertaken during Stage 1 and goes on to set out a broader range of infrastructure required to support delivery of the Draft Plan. However it should be noted that the Inspector conducting an Examination into the Plan will be looking for evidence of buy-in from key infrastructure providers to deliver the strategy. For this reason the IDP has focused on key infrastructure upon which the delivery of development is dependent, and which, from experience, will be essential to demonstrating deliverability.

1.1.6 This document has been produced following a review of relevant infrastructure provider's service plans, and discussions, including a stakeholder workshop, with the list of organisations in Appendix D. The IDP is based upon information available at March 2012, and will be reviewed and updated where necessary by the Council to inform the Examination in Public on the Plan.

2 Introduction

2.1 The role of the Infrastructure Delivery Plan

2.1.1 This Infrastructure Delivery Plan (IDP) has been compiled by SKM Colin Buchanan, in association with Hewdon Consulting and Mott MacDonald on behalf of Stafford Borough Council. It sets out the critical infrastructure required to support the delivery of the Plan for Stafford Borough – Draft Publication. It has been prepared in close consultation with a wide range of infrastructure delivery organisations (see Appendix D), which have informed its development at every stage and will continue to play an active part in its evolution.

2.1.2 This IDP, and the accompanying CIL Viability Assessment, seeks to answer the following questions:

- Does the Plan for Stafford Borough have a reasonable prospect of delivery and is there a reasonable prospect of funding for infrastructure items required to deliver it – with particular reference to the specific requirements at Strategic Development Locations?
- How far does the funding available fall short of the cost of relevant infrastructure and to what extent can CIL make up that difference?
- Are there any infrastructure requirements affecting Strategic Development Locations that will be borne by the developer and which might impact on site viability (and deliverability)?

2.1.3 The IDP has been prepared in accordance with the requirements of PPS12 which sets out the requirements for local planning authorities to demonstrate that there is a reasonable prospect of delivery of the necessary physical, social and green infrastructure required to support the delivery of development plan documents. This has been superseded by policy in the National Planning Policy Framework (NPPF), which states that local planning authorities should:

Work with other local authorities and providers to assess the quality and capacity of infrastructure for transport, water supply, wastewater and its treatment, energy (including heat), telecommunications, utilities, waste, health, social care, education, flood risk and coastal change management, and its ability to meet forecast demands. (para 162).

2.1.4 The primary short term purpose of the IDP is therefore to help to demonstrate the soundness of the Plan. In doing so, it sets out who is responsible for provision of critical infrastructure, when it will be required in order to ensure plan implementation, and how it will be funded. This information is provided for individual infrastructure schemes in schedules at Appendices A-C. The status of each scheme has been identified under the following categories:

- **Committed** – all approvals secured and funding allocated.
- **Planned** – defined projects for which approval has been secured and are identified within a service / business plan, with an associated cost – but for which funding has yet to be confirmed. (An application for funding may have been submitted).
- **Under Investigation** – an aspirational project in the early stages of development – this includes uncosted Local Transport Plan (LTP) schemes.

- 2.1.5 The IDP will also have a longer term role; to provide a framework for enabling the Council and its delivery partners to work together to programme and monitor infrastructure delivery and land use development through the implementation of the Plan. To this end it is envisaged that the IDP will function as a business plan for infrastructure planning and delivery, with regular updates which will be an integral part of the Council's annual monitoring process.
- 2.1.6 In this way the IDP can become a valuable strategic tool for the Council and its partners to identify progress towards delivery targets, inform decisions on future investment priorities and provide useful common ground evidence for negotiations with key investors (including major developers) and strategic partners (such as the Local Enterprise Partnerships and the proposed Local Transport Bodies).
- 2.1.7 It also directly informs the Council's emerging draft CIL Charging Schedule. This is justified once it is established that there is a requirement for CIL because of an identified shortfall in funding to deliver known infrastructure requirements. Clearly there is an apparent tension between, on the one hand, the need to demonstrate that required infrastructure items are likely to be funded and are hence deliverable for the purposes of sound planning, and on the other, the need to demonstrate a shortfall or funding gap for CIL purposes.

2.2 Infrastructure Categories

2.2.1 This IDP categorises and assesses infrastructure requirements under the three headings 'physical', 'social' and 'environmental'. Those specific types of infrastructure covered in this version of the IDP are set out in the table below.

2.2.2 Each of the three broad categories are addressed in separate sections of this document.

Table 2.1: Infrastructure Categories used in the IDP

Category	Type
Physical	Transport (Road, Cycle, Bus and Rail). Energy (Gas, Electric) Water Supply Waste Water Treatment Broadband
Environmental	Green Infrastructure <ul style="list-style-type: none"> • Natural and semi natural urban greenspace (including SANGS) • Parks and gardens • Outdoor sports facilities • River Corridors • Nature Conservation and biodiversity • Flood Defence and Alleviation • Waste Management and Recycling
Social	Sports and Leisure Facilities Primary and Secondary Education Further and Higher Education Primary and Secondary Healthcare Emergency Services

3 The Plan for Stafford Borough

3.1 Proposed Scale and Location of Development

- 3.1.1 The Plan for Stafford Borough: Draft Publication was published for consultation in September 2011. The strategy covers the period 2011-2031 and provides for a total of 10,000 new homes (at an average rates of 500 dwellings per year), and additional employment land at an average rate of 8 hectares per year.
- 3.1.2 At present the Borough has outstanding planning permissions granted, up to six years of housing supply; of which 1,700 new houses are in Stafford Town and a further 320 houses are in Stone. The remainder are distributed throughout the smaller towns and rural areas (see Figure 3.1).
- 3.1.3 Of the remaining 7,000 homes to be accommodated in the Borough during the plan period to 2031, 5,500 are allocated to Strategic Development Locations (SDLs) at Stafford and a further 500 to a SDL at Stone, leaving approximately 1,000 to come forward across the rest of the Borough.

Table 3.1: Committed and Planned Distribution of Housing Development in Stafford Borough (2011-2031)

	Committed	Planned	Total	%
Stafford	1,697	5,500	7,197	72
Stone	320	500	820	8
Rest of Borough	1,060	923	1,983	20
Total	3,077	6,923	10,000	100

- 3.1.4 Hence Stafford Town is planned to accommodate over 70% of new housing development in the Borough, of which two thirds will be at Strategic Development Locations to the north, west and east of the existing built up area (as shown on figure 3.2).
- North of Stafford – two strategic housing sites totalling 2,700 dwellings, not including an existing Local Plan allocation for 400 new houses, plus an employment site of 36 hectares;
 - West of Stafford – a proposed allocation of 2,200 dwellings; and,
 - East of Stafford – a proposed allocation of 600 dwellings and 20 hectares of employment land at Beacon Hill.

Figure 3.1: Map of Existing Housing Commitments

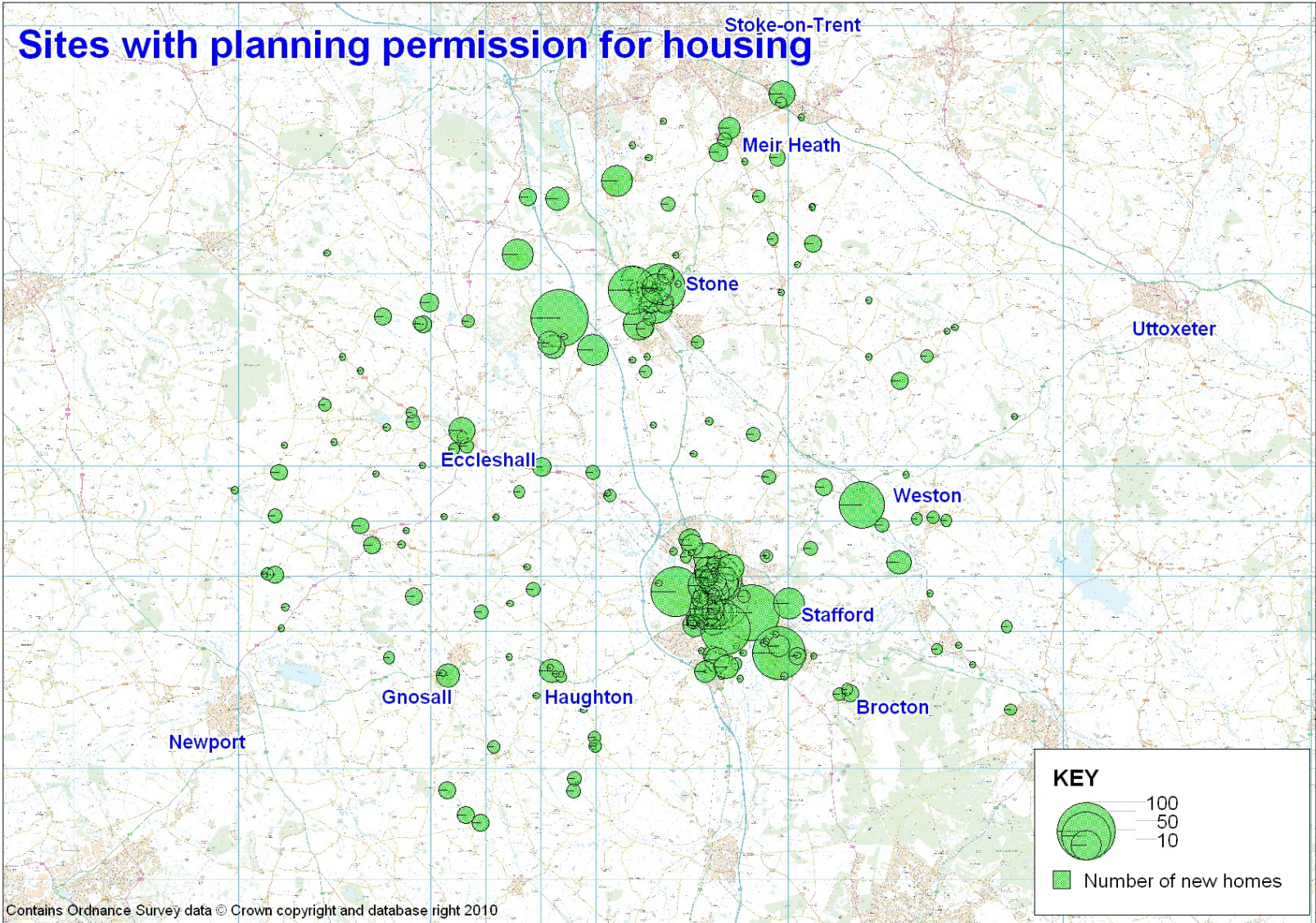


Figure 3.2: Existing housing commitments in Stafford Urban Area

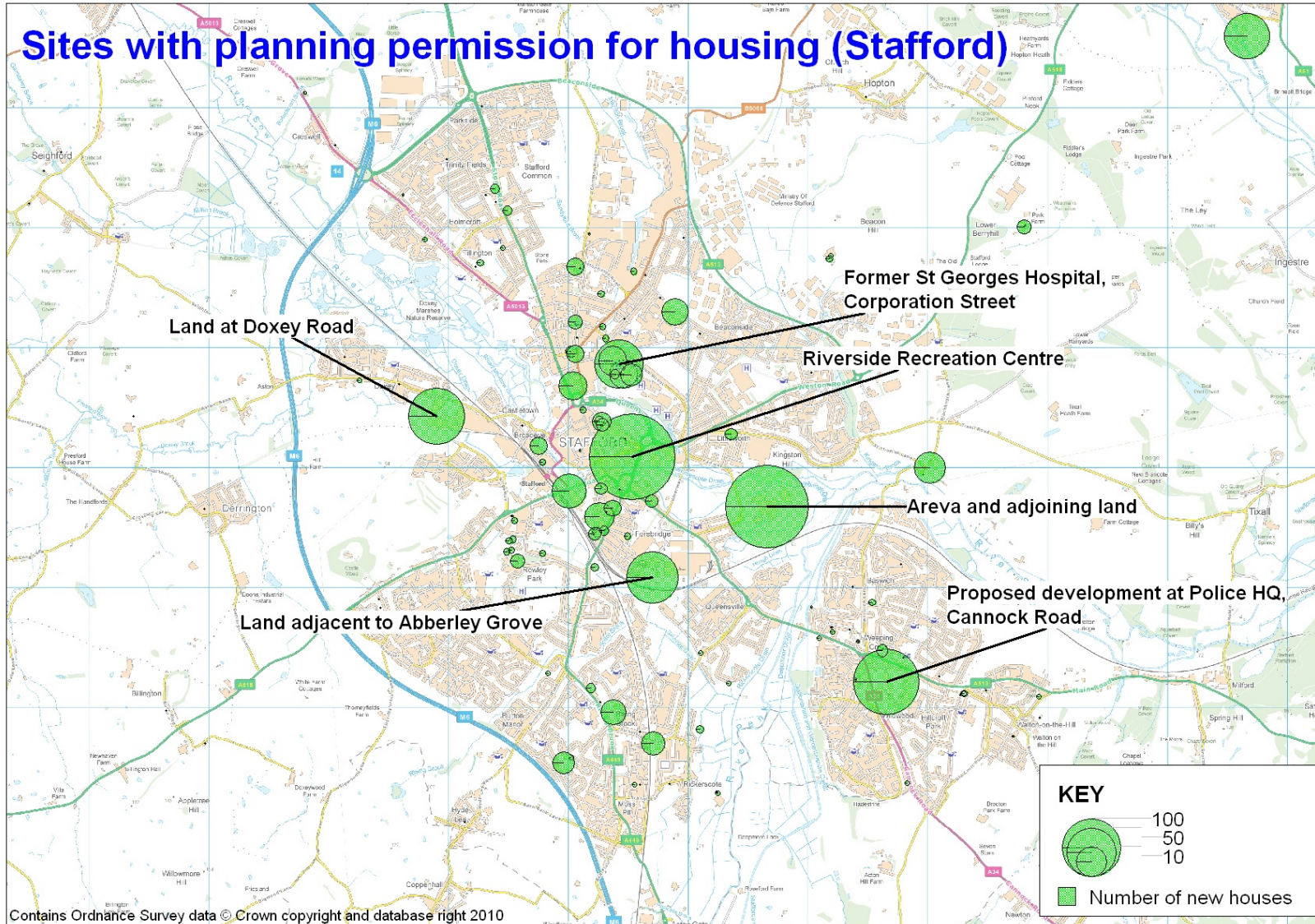
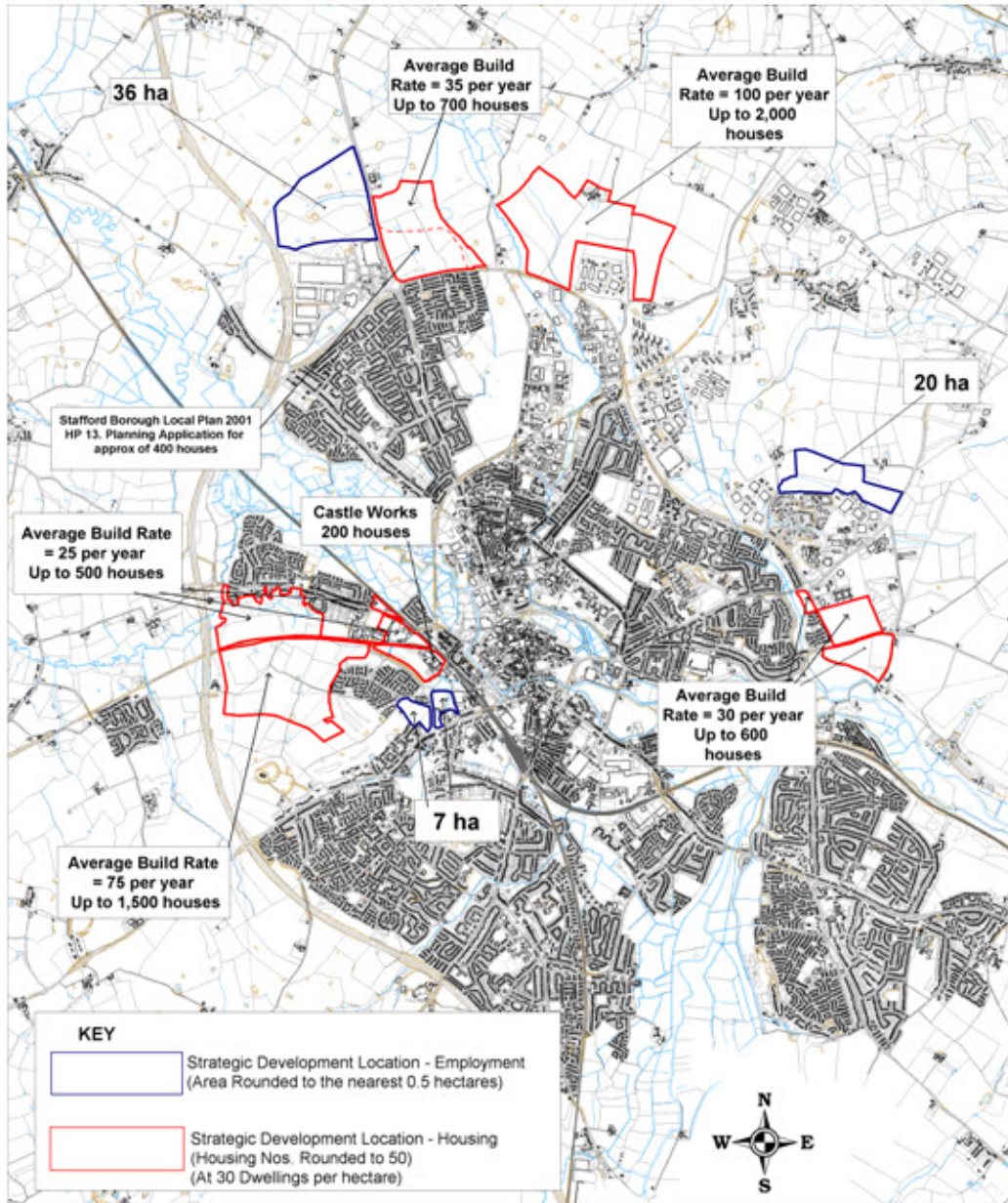


Figure 3.3: Strategic Development Locations at Stafford Town



3.1.5 Elsewhere in the Borough, 8% of the housing in the Draft Plan is proposed for the town of Stone and the remaining 20% to smaller towns and rural settlements. The Draft Plan does not include any specific proposals (or site allocations) for the distribution of residential development in rural areas. For the purposes of the IDP it has been assumed that this is likely to come forward on smaller infill sites and, in some instances, through neighbourhood plans or amendments to Residential Development Boundaries, and as such is not specifically addressed in this IDP. If more locationally specific policies for rural housing are included in future iterations of the Plan, the Stage 1 Infrastructure Study (2009) provides a baseline assessment of infrastructure capacity in the key rural settlements against which future needs may be assessed.

3.1.6 The anticipated phasing of this development is provided in the table below.

Table 3.2:Planned Housing Development in Stafford Borough 2011-2026

Housing Growth / Phasing	2011 - 2016	2016 - 2021	2021 - 2026	2026 - 2031	TOTAL
Commitments					
Stafford Town Commitments*	1,561	136	0	0	1,697
Stone Commitments**	210	110	0	0	320
Rural Areas Commitments***	805	255	0	0	1,060
New Housing Allocations					
North Stafford	90	490	1,025	1,095	2,700
West Stafford	60	565	960	615	2,200
East Stafford	12	140	240	208	600
Stone	0	0	200	300	500
Rural Areas	150	256	257	260	923
Totals					
Stafford Town	1,723	1,331	2,225	1,918	7,197
Stone	210	110	200	300	820
Rural Areas	955	511	257	260	1,983
TOTAL	2,888	1,952	2,682	2,478	10,000

* Phase 2 includes Police HQ Site for 191 new homes

** Phase 2 includes Bibby Scientific Site for 125 new homes

*** Phase 2 includes site at Yarnfield for 300 new homes

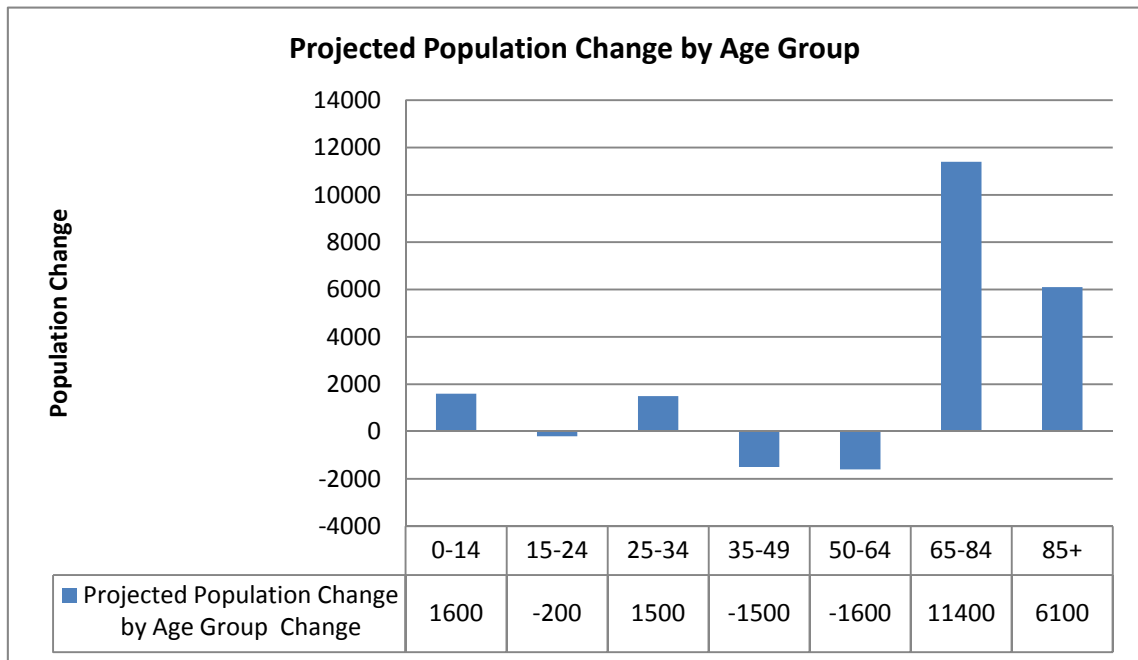
3.2 Population and Household Change

3.2.1 Based on an average household size of 2.41 (figure taken from the Stafford Borough Housing Strategy 2008 – 2013), the number of homes planned would accommodate nearly 25,000 occupants.

However this figure will be dependent on the type, size and mix of provision, and will be subject to a projected reduction in household size over the plan period.

- 3.2.2 It is important to note that the occupants of these new dwellings will not all be new residents within the Borough. A large proportion will comprise families or individuals relocating within the Borough or the town of Stafford, as family’s needs change through natural growth or break up.
- 3.2.3 This is reflected in the relationship between population and housing growth. The 2008 sub-national household projections indicate that the total number of households residing in the Borough will increase by 11,000 from 52,000 to 63,000 between 2006 and 2028. However the 2008 based sub national population projections indicate an increase from 125,000 to 140,000 (+15,000) in total population over the slightly shorter period 2008-2028. This is significantly less than the straightforward application of average household size to new dwellings would imply.
- 3.2.4 For the purposes of planning social and community infrastructure it is important to consider that the profile of the population in Stafford Borough will change considerably over this time, as shown in Figure 3.4 below. Although this is unlikely to be a consistent profile across the Borough, or even between the different Strategic Development Locations in Stafford, it does illustrate the striking increase in the number of people in the eldest age groups, compared with the overall fall in the working age population. This will have significant implications on the delivery of future health and social care infrastructure.

Figure 3.4: Projected Population Change in Stafford Borough by Age Group 2008-2033



Source: 2008 Sub-national Population Projections

4 Physical Infrastructure

4.1 Transport

4.1.1 An integrated transport strategy has been prepared by Staffordshire County Council (SCC) for Stafford Borough which will be reviewed annually. It provides an overview of the transport issues and challenges in the Borough and identifies three broad priorities, namely:

- Strategic Planning and Transport Priorities are funded through the pooling of public and private resources. These will include infrastructure directly associated with development schemes funded by developers through s106 and s278 agreements, and infrastructure required to meet more strategic considerations, which will need to be funded by the Borough Council and County Council, through CIL or other sources.
- County-wide initiatives funded by County Council capital and revenue funds. These include speed limit reviews, parking and loading restrictions, safety, subsidised bus travel, travel planning and freight strategies.
- Local Community Priorities focusing on safety, maintenance, bus and pedestrian facilities, and resident parking schemes generally costing less than £10,000 and funded through the County Council.

4.1.2 Of these, 'strategic planning and transport priorities' is the most significant in terms of delivering the Plan for Stafford Borough, and is the focus of this IDP. Figure 2.1 is taken from the Draft Integrated Transport Strategy for Stafford's urban area and illustrates the critical schemes required to support future development in and around the town.

Committed and recently completed schemes

4.1.3 Stafford Urban Area Transport Management Strategy (SUATMS) has been implemented during the period 2002 – 2011. This strategy has helped to ensure that any planned development contributes to the planned transport strategy through the pooling of private and public resources. Schemes worth around £5 million have been delivered, with a contribution from development of £1.4 million.

4.1.4 SUATMS has helped prioritise funding resources on public transport, cycling and pedestrian modes, variable message signs for car parks, and traffic demand management rather than purely increasing highway capacity, while still accommodating development without significantly increasing congestion.

4.1.5 Rail services have been enhanced on the West Coast Mainline, together with a new multi-storey car park and other access improvements at Stafford railway station, and Stone station has reopened.

4.1.6 Patronage on inter-urban bus links from Stafford to Lichfield and Telford has increased as a result of service and bus stop improvements. Many residents in Stafford Borough now live within 350 metres of a bus stop with a better than half-hourly weekday service. This is achieved through the core commercial network and County Council subsidised services.

- 4.1.7 Targets to reduce all road casualties have been achieved in the Borough through education, enforcement and engineering measures such as safer routes to school, local safety schemes and enhancing the walking and cycling network.

Strategic Highway Network

- 4.1.8 The Highways Agency (HA) has commissioned a report on the 'M6 Stafford Microsimulation Options Testing'. The HA confirmed that the development scheme at M6 Junction 14 is likely to provide sufficient capacity to address new traffic flows arising from future major developments north of Stafford. There are currently minimum levels of queuing and delay at M6 Junction 13, and the proposals for Stafford town do not impact on the south of the Borough, thus largely maintaining prevailing conditions there.
- 4.1.9 However, more recent proposals in relation to the Beaconside development and the increased housing allocation to the north of Stafford were not included in the assessment, which was informed by development flows extracted from the 'Stafford Transport Model 2009'. These changes will certainly require additional consideration to establish that there will be no adverse impacts on the Strategic Road Network.
- 4.1.10 The HA is implementing the Managed Motorways process on M6 and has progressed to Junction 10A. This will be extended to Junctions 13 and 14 during the lifetime of the draft Integrated Transport Strategy, and will provide capacity improvements to the existing Strategic Highway Network.

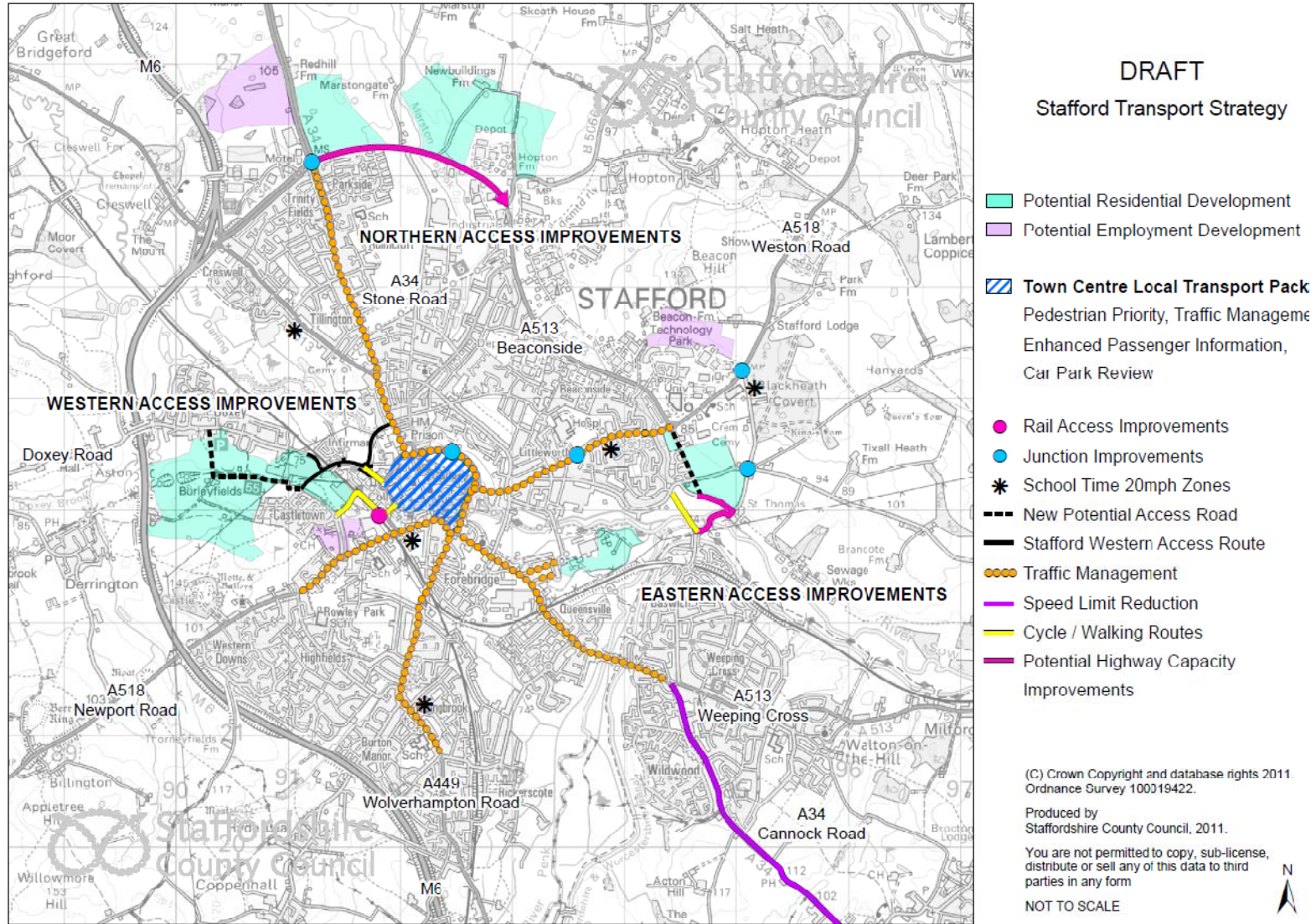
Strategic Development Locations

- 4.1.11 Staffordshire County Council has carried out significant modelling work through the Stafford Transport Model 2009 report on the existing highway network for Stafford town and proposals for new development to the north, east and west.

Stafford Northern Access Improvements

- 4.1.12 Modelling of around 2,000 new homes to the north of the town has been carried out together with a Traffic Assessment for Staffordshire County Council (SCC) owned land for new employment north of Redhill and west of A34, including impacts on M6 Junction 14. However the Draft Plan for Stafford Borough considers a different distribution of development with the northern Strategic Development Location hosting a higher level of residential development. Master planning and technical work will inform the development of a more significant infrastructure package to make this level of development acceptable in transport and connectivity terms.
- 4.1.13 It is envisaged that the bulk of transport improvements will be delivered directly through s106 and s278 agreements, linked with the adjacent developments. However, to deliver the overall package of improvements along A513 Beaconside is likely to require additional funding, potentially via CIL.

Figure 4.1: Draft Integrated Transport Strategy for Stafford Town



- 4.1.14 Improvements to the A34 junction and the initial section of Beaconside to access the proposed employment development at Beaconside are already planned and the funding secured, or expected to be secured, from the County Council development at Redhill and adjacent committed residential proposals. Any further A34 junction improvements will require third party land, and are thus currently considered undeliverable. Therefore the improved junction will act as a throttle to traffic, and require a more robust approach to traffic demand management measures.
- 4.1.15 The Redhill development will also provide a Park & Ride facility and existing bus services will be re-routed to serve the site. All development will be required to provide initial funding for new or enhanced bus routes to service their developments for an agreed period, normally 5 years, through a s106 agreement. At such time, the services should be commercially viable. Similarly new development will provide the necessary cycle and walking links to connect to the existing and proposed Borough-wide, and national, cycle and walking routes to the town centre and other key destinations. Any further improvements to the walking and cycling infrastructure outside of the proposed development's boundary will need to be funded through a combination of S106 contributions and other funding sources. The key national cycle network enhancements are identified in the Draft Integrated Transport Strategy for Stafford.

Stafford Eastern Access Improvements

- 4.1.16 Improvements required to the A513 Beaconside Road / A518 Weston Road roundabout will be delivered through s106 / s278 agreements with the developer of the parcel between Weston Road and Tixall Road, providing the principal access into the development site.
- 4.1.17 Further transport infrastructure interventions have been identified to support the Strategic Development Location to the East, although none are considered essential to bring the development forward. These include the following:
- Potential capacity and safety improvements to Baswich Lane over the River Sow between St Thomas Lane and The Saltings;
 - A new cycle / walking link proposed over the River Sow between Baswich Lane and Tixhall Road;
 - Potential Park and Ride scheme at Beacon Business Park.
- 4.1.18 All the above will need to be funded through a combination of SCC funding and developer contributions. An application has been made to the Local Sustainable Transport Fund for the cycling and walking link over the River Sow.

Stafford Western Access Improvements

- 4.1.19 Significant technical work has also been completed for development west of Stafford, as part of a Major Scheme Business Case produced in 2010 regarding the Stafford Western Access Improvements. The package of measures includes the Stafford Western Access Route and associated sustainable transport and traffic management measures. Funding was not secured from the Department for Transport (DfT), following abolition of the Regional Funding Allocations process. SCC is therefore revising the proposals and the improvements will be delivered through

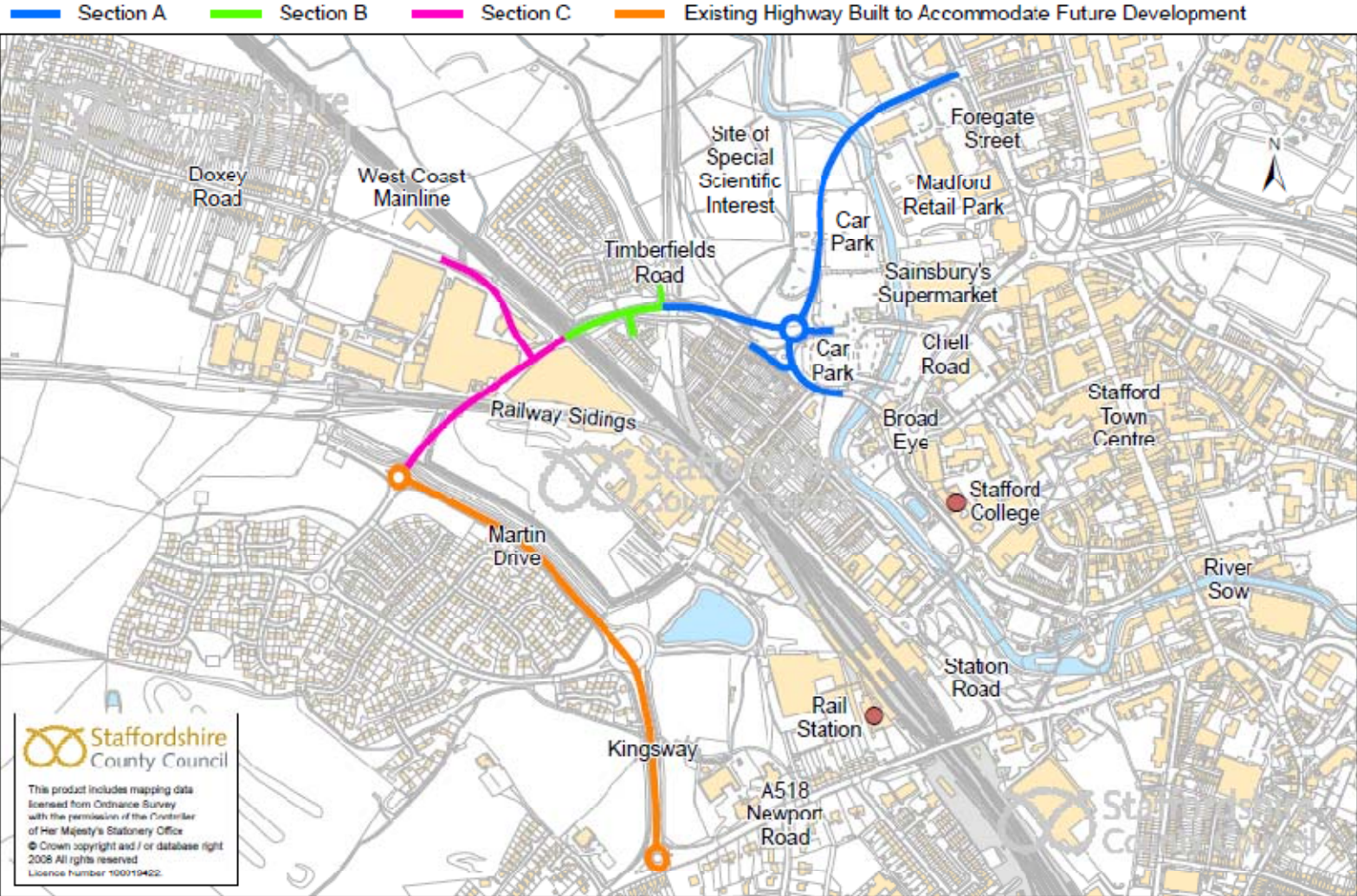
a combination of developer contributions via s106 and s278 agreements, SCC funding and future DfT funding.

4.1.20 The Western Access Route is divided into the following sections (as illustrated in Figure 4.2), and is expected to be delivered by separate means as described below:

- Section C - The link from Martin Drive spine road to Doxey Road (adjacent to the railway line). This will need to be provided by the developer consortium.
- Section B (part) - A limited upgrade to the existing railway bridge link is expected to be funded by SCC and developer contributions, both from the Strategic Development Location and other land uses off Doxey Road. It will be critical to ensure that the proposed bridge improvements are acceptable to Network Rail.
- Sections A&B (part) - The link from the bridge to the junction of Doxey Road and Pans Drive. It is intended that this will be provided by s106 and s278 agreements with an adjacent proposed development (not part of the Strategic Development Location).
- Section A (part) - It is envisaged that the link from the Doxey Road / Pans Drive junction to the A34 will be provided by a combination of public funding and CIL receipts.

4.1.21 The County and Borough Councils consider that a development of up to 400 homes (principally accessed from Doxey Road) could be built out with upgrades to Martin Drive to accommodate new development (i.e. prior to construction of the western access improvements from Martin Drive to Doxey Road). This would accommodate all proposed development in this location within the first five years of the Plan period.

Figure 4.2: Stafford Western Access Improvements



Other transport measures

- 4.1.22 The local transport package for the town centre is a combination of traffic management, review of parking, Urban Traffic Control, enhanced bus passenger information and cycling and pedestrian improvements.
- 4.1.23 Traffic will be managed as appropriate on A34 Stone Road, A518 Weston Road, A34 Lichfield Road, A449 Wolverhampton Road and A518 Newport Road, supported by traffic demand management, to be undertaken through the implementation of travel plans by all development as part of any s106 agreements.
- 4.1.24 Three junction improvements have been identified on A518 Weston Road, namely at Queensway, the Stafford Hospital access and Blackheath Lane. They will need to be funded directly by adjacent development at the Stafford Hospital site and Beacon Technology Park. All three junctions will need to be delivered through s106 / s278 agreements.
- 4.1.25 The following transport improvements are currently proposed in the Integrated Transport Strategy and will be reviewed annually. None are considered to be time critical in terms of their dependency with the phasing of any of the Strategic Development Locations:
- Review of traffic management and car parking following occupation of Staffordshire Place and progress on other developments;
 - Progress with the completion of National Cycle Networks – NCN55 and NCN5;
 - Enhanced Bus Passenger Information in the town centre and along key routes;
 - Extension of Urban Traffic Control;
 - Stafford Area Rail Improvement Project including Norton Bridge railway junction improvement, being delivered by Network Rail.
- 4.1.26 Staffordshire County Council will need to prioritise these schemes and identify suitable funding sources, either through s106 contributions from adjacent developments, Local Transport Plan funding and / or future CIL receipts.
- 4.1.27 Traffic management and sustainable transport will also be provided in Stone to accommodate the proposed Strategic Development Location, scheduled to commence after 2021. No major highway upgrades are considered deliverable or necessary to support the level of development proposed.

Costs and Funding

- 4.1.28 The estimated cost, funding and delivery issues for individual schemes are set out in Appendix A and a summary of critical infrastructure required for each of the Stafford Strategic Development Locations is provided in Chapter 8.
- 4.1.29 All funding for roads comes from the Department for Transport. The allocation of this funding is split between national trunk roads, regional trunk roads (both delivered by the Highways Agency) and local roads (provided and maintained by local transport authorities).

- 4.1.30 The DfT funds the national trunk road programme directly. The regional trunk road programme and all local roads above £5million are at present prioritised by DfT. There is currently no committed DfT funding in place for Trunk Road improvements or so-called Local Major Schemes in Stafford. The Government has published proposals for devolving funding and prioritisation for 'Major Local Schemes' after 2014/15 to Local Transport Bodies with the close involvement of Local Enterprise Partnerships (LEPs). For schemes commencing after 2015 that will require public funding, it will be important that they are put forward to the proposed Local Transport Body for prioritisation.
- 4.1.31 Local authorities also receive Integrated Block Funding and Maintenance Block allocated in accordance with a needs-based formula for local capital schemes and highway maintenance / safety. Smart Travel Choices are also funded through the Integrated Block. This is not ring-fenced and can be spent in accordance with local priorities.
- 4.1.32 In 2010 a competitive grant regime 'The Local Sustainable Transport Fund' (LSTF) worth £560m 2011/12-2014/15 was introduced for local authorities in England outside London to support sustainable travel measures. In February 2012 Staffordshire County Council submitted three LSTF for projects in Stafford which includes travel plan support for business.
- 4.1.33 Funding for transport (public or highway) which is required to directly mitigate the impact of new development on the transport network may be secured through developer contributions (under s106 of the 1990 Town and Country Planning Act – as amended). It is expected that this will make a significant contribution towards transport infrastructure necessary to bring forward all the proposed Strategic Development Locations. Provision of access works required to public highways will be provided by site developers and secured through s278 of the Highways Act 1980. It is anticipated that the Community Infrastructure Levy may provide a further source of funding for some transport schemes once a CIL charging levy has been adopted by the Borough Council.
- 4.1.34 Rail funding is centrally determined by Network Rail and DfT through the Regional Planning Assessment Process, Route Utilisation Strategies and a High Level Output Statement alongside an assessment of need by the Office of the Rail Regulator.

4.2 Utilities

- 4.2.1 Each of the utility providers contacted have undertaken a certain level of modelling to support their inputs into this IDP. Severn Trent Water is undertaking further modelling to provide additional detail in relation to water supply and waste water, which should be available to inform the Plan. Gas and electricity providers will not be able to do this until they have a firm development query. Schedules of utilities infrastructure requirements are included at Appendix B.

Electricity Supply

- 4.2.2 In terms of electricity infrastructure it is helpful to distinguish between (a) works required to upgrade / reinforce or build new sub-stations and (b) work required to put in place new connections between sub-stations and new development sites. The former are generally funded / financed through the 5-yearly Asset Management Plan process regulated by OFGEM; the latter are paid for by developers through connection charges, paid to the infrastructure provider. Both types of infrastructure are addressed separately below.
- 4.2.3 There are a number of planned electricity upgrade works in Stafford Borough, which are included in the infrastructure schedules at Appendix B. The assessments of electricity infrastructure capacity have been provided by Western Power. These have been based upon the following assumptions set out in the tables below.

Table 4.1 Required electricity demand for planned housing development

Location	No of units	Max Demand	Feed Location
Stafford West	2200	4.4MVA	Stafford / Stafford South
Stafford North	2700	5.4MVA	Stafford
Stafford East	600	1.2MVA	Stafford South
Stone	500	1MVA	Meaford 'C'

MVA = Mega Volt Ampere

Table 4.2 Required demand for planned commercial development

Location	Area Ha	Max Demand (based on 250kW / Ha)	Feed Location
Stafford West	7	1.75MVA	Stafford / Stafford South
Stafford North	36	9MVA	Stafford
Stafford East	20	5MVA	Stafford South
Stone	18	4.5MVA	Meaford 'C'
Raleigh Hall	6	1.5MVA	Eccleshall
Ladfordfields	6	1.5MVA	Stafford

MVA = Mega Volt Ampere

- 4.2.4 Planned reinforcement works at Stafford primary sub-station (comprising the replacement of a grid transformer) are scheduled for completion during 2012. These will provide sufficient capacity to accommodate all planned development at the SDLs to the north and the west of town as well as the proposed development at Ladfordfields. If there is any unforeseen delay to the delivery of this scheme the 11kv network can be reconfigured such that spare capacity at Stafford South can be utilised until the works at Stafford Firm Capacity are complete.
- 4.2.5 At Stone the planned reinforcement works to Meaford C – Foresbrook Interconnection (due for completion in 2013) provides an increase in capacity from 100MVA to 140MVA thereby

addressing the existing capacity constraints in the town. There are also proposals to establish a 32/11kV site at Barlaston during the period 2015-2023 providing a further 39KV of capacity.

- 4.2.6 In relation to proposed employment sites, the capacity assessment undertaken is based upon an estimated load of 250kW per hectare assuming mixed commercial development but excluding high demand activities such as refrigeration. Although there is no spare capacity currently at Eccleshall, it is understood that the connection required to serve Ladfordfields from Stafford would be sufficient to facilitate the required capacity at Eccleshall to support the proposed development at Raleigh Hall. Ladfordfields enhancements will therefore be a prerequisite to development at Raleigh Hall suggesting a sequential release of these sites. The SDL to the east of Stafford Town would not require any infrastructure reinforcement.
- 4.2.7 The indicative connection charges provided by Western Power for the strategic development locations vary considerably, and are subject to variation as individual developers would be free to use an alternative provider.

Table 4.3 Indicative Connection Fees for Strategic Development Locations

Site	Indicative Connection Fee	Cost per dwelling
North of Stafford	£9,000,000	£3,100
West of Stafford	£5,000,000	£2,200
East of Stafford	£4,000,000	£6,666
Stone	£4,000,000	£8,000

- 4.2.8 In summary, all major infrastructure works required to accommodate the proposed levels of development set out in the Draft Plan have been identified for delivery by the infrastructure provider in the first 5 years of the Plan. Connections will need to be put in place as the Strategic Development Locations come forward. These have significantly shorter lead times (of approximately 3 years) and will need to be commissioned by the site developer / landowner as part of the on-site infrastructure works and accounted for as a development cost.

Gas Supply

- 4.2.9 Both Fulcrum and National Grid have provided an assessment of the gas infrastructure capacity and future needs during the development of the Draft Plan. Costs of grid connections are not included in the IDP – these would be provided by developers once further detail about the type of mix of development on individual sites is known.
- 4.2.10 Gas supply is generally based on three networks:
- the high pressure system which transports gas over large distances
 - the medium pressure system which provides gas to specific locations and settlements
 - the low pressure system which distributes gas at a local level.
- 4.2.11 Stafford has a medium pressure ring main which runs around the majority of the town supplying gas to off take stations feeding small low pressure minor networks which service individual

properties. None of the Strategic Development Locations for residential development proposed in the Draft Plan are known to have any requirement for works to the high pressure system.

4.2.12 Reinforcement is likely to be required to bring forward a number of the strategic employment allocations including:

- Land north of PrimePoint 14, Stafford
- Land East of Stafford
- Raleigh Hall
- Ladfordfields

4.2.13 Work on additional gas supply infrastructure to the medium pressure system will be required at Eccleshall, Great Haywood, Little Haywood, Yarnfield and Woodseaves; subject to developments coming forward in these settlements. These works would be a cost on each development.

Clean Water Supply

4.2.14 All assessments are based upon a desk top study by Severn Trent Water. The assessment included in this IDP assumes that there is sufficient capacity in the reservoirs in the area to supply the water demands associated with new development. Severn Trent is currently undertaking hydraulic modelling which will be available later in 2012; this will identify any shortfalls in reservoir capacity and confirm costs and programming of delivery of the infrastructure needs identified below.

4.2.15 Potable water can be supplied from a number of sources in Stafford Borough. These include boreholes and reservoirs (to the north, south-east, and south-west of Stafford town) as well as a number of groundwater sources. Two out of the three reservoirs (south-east and south-west) are at capacity. However the network layout does not currently allow optimum use of the capacity available at the northern reservoir at Peasley Bank.

4.2.16 All three Strategic Development Locations at Stafford Town and the strategic location at Stone will require some infrastructure reinforcement to support delivery. All identified reinforcement would be funded by Severn Trent Water and is currently planned for delivery in the period 2011-2015, although this is subject to confirmation following an ongoing feasibility study being conducted. The cost of the works associated with each Strategic Development Location is provided in Appendix B, subject to confirmation following the same feasibility study.

4.2.17 The proposed employment allocations at Ladfordfields and Raleigh Hall would also both require reinforcement works funded by Severn Trent Water, and planned for delivery in the period 2011-2015. It is acknowledged that a strategic water supply trunk main crosses the Ladfordfields site. As a consequence, there may be significant costs associated with the development of this site, which can only be determined once proposals for the site are known.

4.2.18 Severn Trent Water will not fully fund the provision of infrastructure to support development, although an allowance for this infrastructure is included within their business plan. A contribution to the cost of infrastructure from a developer is calculated as a 'commuted sum', which is based

on the cost of the infrastructure minus the potential income which the new connections will generate for Severn Trent Water over a 12 year period.

- 4.2.19 In general, lead times for reinforcement works to the network are in the region of 18 months with a construction period of around 12 months.

Waste Water Treatment

- 4.2.20 New developments require separate surface water and foul water flows into the system, as excess surface water affects the capacity of the foul water system. The sewerage system transports foul water to the treatment works by gravity flow or by pumping using a rising main. New developments resulting in an increase in foul flows of 5-10% will generally not result in any requirement for waste water infrastructure improvements.
- 4.2.21 Within Stafford all of the sewage is treated at Brancote sewage treatment works (STW). The majority of this sewage is pumped to the treatment works from either the Baswich or Lammascote pumping stations. The bottleneck in the system is the Lammascote pumping station, which is currently operating at capacity. Some stakeholders have suggested reducing surface water from the combined sewers that overload the pumping station, through retrofitting Sustainable Drainage Systems and diverting surface water. This will require further investigation with Severn Trent Water.
- 4.2.22 Now that there is a greater level of certainty regarding the proposed development areas, Severn Trent Water (STW) is undertaking hydraulic modelling of the proposed development areas to quantify the potential impacts of development proposals on infrastructure capacity and identify mitigation solutions and associated costs. Once completed STW will liaise with Stafford Borough Council to discuss any significant changes from the assessment included in Appendix B. At this stage STW consider capacity improvements will be required to accommodate development from all three SDLs, with lead in times for delivery of up to 2-3 years, although funded by STW.
- 4.2.23 Beyond Stafford Town, further capacity is also likely to be required to deliver the strategic development location at Stone. Ladfordfields employment site is not anticipated to require capacity improvements but STW will undertake modelling to confirm this. Finally it should be noted that Raleigh Hall drains to a private sewer for which STW holds no information. A prospective developer would need to reach agreement with the owners, until such time as it may be transferred into Severn Trent Water ownership under Private Drains and Sewer Transfer.

Broadband

- 4.2.24 BT Open Reach is responsible for the roll out of Next Generation Access Superfast Broadband across the UK. Stafford exchange has been enabled with Superfast Fibre Access Broadband; this will enable future development in Stafford to benefit at no additional cost for developers / landowners over standard telecommunications infrastructure. The Milford exchange to the south east of Stafford Town is also programmed for upgrade in June 2012. At March 2012 no other exchanges in Stafford Borough are identified in the roll out programme; although the programme is subject to regular review.

5 Social Infrastructure

5.1 Health

Primary Health Care

5.1.1 Stafford Borough is well served by existing GPs and health centres. Previously the South Staffordshire Primary Care Trust (PCT) strategy was to develop three new health centres in Stafford and one in Stone, consolidating existing facilities but this approach has been revised in recent months. The PCT is now focussed on incremental works and refurbishment of existing health facilities to serve both existing residents and meet the future needs of residents at Strategic Development Locations.

Planned Investment

5.1.2 In Stafford there are two capital projects currently in development which would provide additional primary care capacity for the town. The first is the proposed redevelopment of a parcel of land between Stone Road to the west and Marston Road to the east. The development will consist of a Health and Well-being Centre, and is where the existing Browning Street surgery will re-locate. Also located on the site will be a community hub where a wide range of services will be offered. These will range from day opportunities to third sector voluntary sectors. The development will also include extra care apartments where people, aged over 55 years with a care need, can live in their own apartment, which is served by a 24 hour service. The site will also accommodate other supported housing.

5.1.3 A second project in development is being led by a GP practice and would provide a new GP surgery in the East of Stafford Town. There is an existing practise at Beaconside which could be expanded to provide additional patients capacity.

Strategic Development Locations

5.1.4 Both the projects currently in development would provide additional capacity to serve the proposed Strategic Development Locations (SDLs). Browning Street is anticipated to provide sufficient capacity to accommodate the existing population growth associated with the Northern SDL; and the project to the East of the Town would serve the Eastern SDL. Although the PCT has confirmed that they operate a standard whereby 1 GP should serve 1,800 residents, it proposes to take a flexible approach in meeting the needs arising from the Strategic Development Locations. Specifically in relation to these locations, the PCT anticipates that 40% of all new residents are expected to be from the local area and will therefore remain registered to their current GPs. There is currently sufficient capacity to serve the Western SDL, although the surgery at Castlefields may need to be expanded in the medium term.

5.1.5 The specific needs of these new communities will be assessed and appropriate provision made. For example, a Mother & Baby Clinic might be provided as part of a community hub. Any provision would be determined by demand and population forecasting.

- 5.1.6 The capital cost to build a new health centre is approximately £5 million (based upon a comparable project in Cannock).

Funding and Delivery

- 5.1.7 The way in which primary care is delivered has changed over time. In terms of commissioning, GPs and other primary care providers now have more power to commission local health care services that respond to the needs of their patients. New models have seen Council and health organisations assist with funding for projects and then lease developments to GPs who run centres and administer care. Into the future, the PCT and / or successor organisations seek to reduce capital costs and place more emphasis on GPs to bring sites forward. Currently any refurbishments are led by the PCT and SCC, but require buy-in from existing GPs. The viability of future capital investment will be based on potential GP list size (taking into account internal migration of patients into SDLs from Stafford town who may continue to use their existing GP).

Secondary Health Care

- 5.1.8 Mid Staffordshire NHS Foundation Trust provides healthcare for people in Stafford and surrounding areas, serving a population of over 300,000 people. The Trust manages two Hospitals, at Stafford and Cannock.
- 5.1.9 The NHS Trust is planning a major extension to Stafford Hospital. A planning application was submitted in 2010 to improve space in the hospital's Endoscopy Unit. The Trust stated in September 2010 that plans were at the design stage and the costs of work and expected start date for the construction were then unknown. The extension will fill a space between two existing wings at the hospital.

5.2 Primary and Secondary Education

- 5.2.1 Staffordshire County Council's (SCC) education strategy responds to two factors in planning future provision: demands arising from planned development and changes in birth rates. Hence development standards and population forecasting determine future provision.
- 5.2.2 Under current standards of provision 1,000 new homes require one primary school, and 3,000 new homes require three primary schools and one secondary school. It is assumed that three children per year group are expected per 100 new homes. Currently, this figure is closer to 4.5 to 5 children.
- 5.2.3 In relation to the proposed levels of development in the plan, SCC has said it will consider specific needs of Strategic Development Locations on an individual basis. Therefore a tailored approach to provision will be delivered, which might not be in accordance with conventional development standards. This is explained in more detail in primary and secondary school sections below. For the Strategic Development Locations, SCC will need to further understand where, what type of units and when development will need to come forward, in order to equate pupil generation calculations with future needs.

5.2.4 Therefore in the short term (Years 1-5 of the Plan for Stafford Borough) the strategy is focussed on increasing capacity in existing schools. SCC confirm that where there is demand, modest alterations to existing schools, such as new classrooms, pupil space and toilets will be developed. This strategy is in its initial planning phase. Basic need development costs across the County Council are estimated at £20 million, a proportion of which relates to Stafford town and Borough wide. SCC will need to apportion costs and thus funding to Stafford Borough. This task has not yet been completed.

Primary and Secondary Schools – Committed and Planned Provision

5.2.5 In Stafford and Stone, there are extremely limited places at primary schools, especially in Stafford. Pupil placement is where possible, made through parental choice.

5.2.6 There are committed plans to redevelop Bishop Lonsdale Primary School in Eccleshall. The existing school will be consolidated on a single site. This will meet the needs of all existing and known future developments in the area. Funding has been provided by SCC, in conjunction with Lichfield Diocese. Development will commence in 2012 with completion in 2013.

5.2.7 Existing schools which are planned to undergo improvement works are Tillington Manor Primary School, in Stafford, and St Lawrence Primary School, in Gnosall. In 2011 SCC submitted Private Finance Initiative (PFI) applications to central Government for this rebuilding. If successful, the Government will provide £1.65 million funding.

Secondary Schools – Committed and Planned Provision

5.2.8 Demand for secondary school places will be impacted by shortfalls in current provision but there are varying degrees of existing physical capacity in schools across the Borough. Similar to primary schools, there are currently no commitments to building new secondary schools and the strategy is focussed on upgrading existing schools. No plans exist at present as project options are still under investigation and subject to discussion with the respective schools, governing bodies and / or academy trusts. SCC is keen to investigate potential opportunities to expand and redevelop sites where physically possible. However, taking into consideration the site limits of many secondary schools in Stafford and the scale of residential development proposed the education authority has acknowledged that a new secondary school may be required.

5.2.9 Academies in England are generally state-maintained but independently-run schools set up with the help of outside sponsors. They have more freedom than schools under local authority control, though SCC still has a statutory duty to ensure sufficient school places, including academies. To date, SCC schools have only followed this national trend of secondary schools converting into Academies slowly. As at December 2011 there are 14 secondary academies, 2 primary academies and 2 further education academies across Staffordshire. Within Stafford Borough the implications of academies will be closely monitored by SCC to ensure the supply of sufficient school places.

Strategic Development Locations

- 5.2.10 For the Strategic Development Locations, it is expected that at least 1 new primary school would be required for each urban extension. Any new school necessary due to a development requires the acquisition of the land, access and relevant services. The exact level of provision will respond to specific needs identified as each SDL is different. Estimates of the additional educational provision required to accommodate demand arising from the Stafford SDLs has been provided by Staffordshire County Council based on available school and demographic data at March 2012.
- 5.2.11 In relation to the North of Stafford the 2700 planned dwellings would necessitate 3-4 Forms of Entry (FE) of primary provision (including nursery provision). It is anticipated that this could be provided for either on a single site or dual provision across both development sites which make up the SDL. . It may be possible to make provision for additional secondary education at the two schools local to the North of Stafford SDL (Sir Graham Balfour High School and Weston Road Academy), subject to land acquisition
- 5.2.12 At the West of Stafford SDL the scale of development proposed would necessitate a 2-3 FE primary provision (including nursery places). At secondary level, additional demand generated from the proposed development could possibly be met through expansion of King Edward VI High School subject to release of Education Authority land off Lovelace Close for compensatory playing field.
- 5.2.13 East of Stafford SDL will require 0.5-1 FE of primary provision. The education authority will consider extending one or both of the local primary schools (St John’s CE (C) Primary School and Leosowes Primary School). Similarly, at secondary level both local schools (Weston Road Academy and Walton High School) could be extended to accommodate the additional anticipated demand. However, the Weston Road Academy is also a local school that will require significant expansion (including acquisition of additional land) to accommodate demand associated with the North of Stafford SDL.
- 5.2.14 New primary provision will also be required to meet the needs of planned development to the west of Stone. SCC request that for SDLs , new school sites are designated within the strategic frameworks (masterplans), and that land be provided by the developer.
- 5.2.15 Estimates of building costs and land requirements for the provision of a new primary school have been provided by the County Council and are provided in Table 5.1 below.

Table 4.3 Indicative Connection Fees for Strategic Development Locations

Size of School (Forms of Entry)	Cost Estimate	Size of site
1 FE (210 places + nursery)	£3.84m	11,240m2
1.5 FE (315 + nursery)	£5.15m	15,611m2
2FE (420 + nursery)	£6.46m	19,981m2
2.5FE (525 + nursery)	£7.92m	24,345m2
3 FE (630 + nursery)	£9.22m	28,741m2

5.2.16 A new secondary school would require up to an 8 hectares site, and SCC would expect this land to be allocated in a masterplan, which sets out the development framework for the Strategic Development Location. Schools currently accommodate between 450 to 1,200 pupils and therefore there is flexibility in the scale of provision that may be required.

Funding and Delivery

5.2.17 Under the existing system, funding has been allocated retrospectively on a per capita basis. This means, in practice, that there is no funding for new schools except in exceptional circumstances, so it has become customary for education authorities to rely on developer contributions from new housing developments. At present, SCC only asks for developer contributions where it is necessary in relation to proposed housing development.

5.2.18 The previous Government introduced the Building Schools for the Future (BSF) programme which sought to replace or renew all schools through a PFI programme. This was based on a per capita approach and developer contributions were expected for additional capacity arising from housing development. The new Government has halted the BSF programme whilst expanding the academies programme (whereby schools receive funding direct from DfE) and launching the Free School programme which also relies on direct funding. In April 2011 DfE consulted on a major overhaul of capital funding which reviewed existing capital expenditure and made recommendations on the future delivery models for capital investment for 2011-2012¹ onwards. Funding mechanisms are thus in a state of change. The default assumption is considered to be that new school capacity continues to be funded, at least in part, by developers either via Community Infrastructure Levy (CIL) or planning obligations.

5.2.19 Some authorities applied a uniform tariff basis for education contributions under the old system, but our understanding is that Staffordshire sought contributions strictly on the basis of need in line with the 5 tests under Circular 05/2005 and subsequently the revised 3 tests applied through the CIL regulations, depending on whether there was capacity in existing schools or not. To that extent, the approach would be robust under the new stricter tests for developer contributions introduced as part of the CIL regime. However, from April 2014 (or upon the adoption of CIL charging schedule if earlier) it will not be possible to seek s106 contributions from more than five planning applications towards the same item of infrastructure. On Strategic Development Locations the established practice is to grant a single consent with one s106 agreement. Stafford Borough Council and Staffordshire County Council (as education authority) will investigate appropriate levels of contributions towards education provision in more detail with promoters of Strategic Development Locations as the Strategic Frameworks and detailed proposals for the sites emerge.

5.3 Higher and Further Education

5.3.1 Two campuses of Staffordshire University are located in Stafford at Beaconside, to the east of the town centre. It is now well understood that there has been a major reduction in funding for higher and further education, which will impact on Staffordshire University's campus at Beaconside and

¹ Review of Education Capital Funding (The James Review), April 2011

at Stafford College in the town centre. However, although this reflects the rate of growth of the economy in general, it has no direct impact on the deliverability of the Plan for Stafford Borough .

5.4 Police

5.4.1 Staffordshire Police have no plans to extend police infrastructure over the next five years. This is mainly as a result of a wholesale rationalisation programme which is taking place over the next two years. This is a consequence of the Spending Review, and subsequent cutting of revenue budgets.

5.4.2 The main station, located in Stafford town, is operating to requirements and meeting needs, with some capacity to cater for additional population growth. There are no plans to close this station. If any development does take place in the future, it would need to be affordable and would be likely to be of a smaller scale, with smaller land take than previously required. Therefore, looking into the future, police infrastructure resources are more likely to be reduced than expand. An example of this is the former police site, adjacent to Wildwood Park, which is being developed for housing.

5.5 Fire and Rescue

5.5.1 There are currently two fire stations located in Stafford town, and one fire station in Stone and at Eccleshall. In Stone the fire station is due to be rebuilt on its current site. This is scheduled to take place between 2013 and 2014 and will include public access for the facility to be used for other community uses. .

5.5.2 There are no plans to develop fire stations in Stafford. However there are expected to be increased recruitment opportunities for the fire service in the future.

5.5.3 The major impact of the proposed levels of development will be likely response times. An increase in population and housing stock is expected to create additional traffic and congestion. This is highlighted as being a particularly important consideration in respect to the Northern and Western Strategic Development Locations around Stafford town. However response times are still considered to be within acceptable parameters in the context of new development.

5.5.4 The service is keen to work with the community to develop partnership service provision. An example of this work can be seen in the Rising Brook area where the community can utilise facilities at the fire station.

5.5.5 Maps of existing social, community and environmental infrastructure in Stafford town and Stone are set out in Figures 5.1 and 5.2.

Figure 5.1: Existing Social, Community and Environmental Infrastructure in Stafford

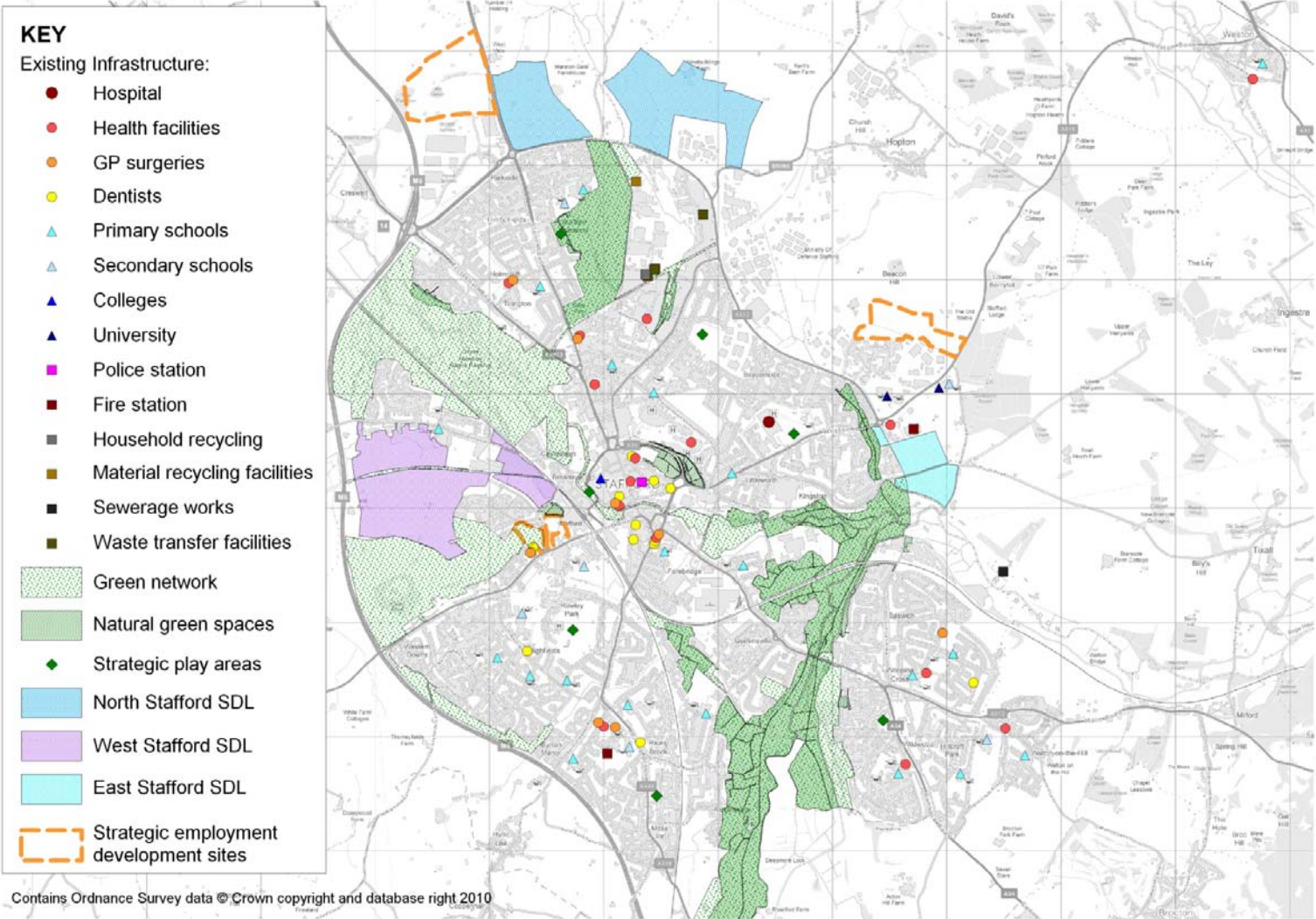
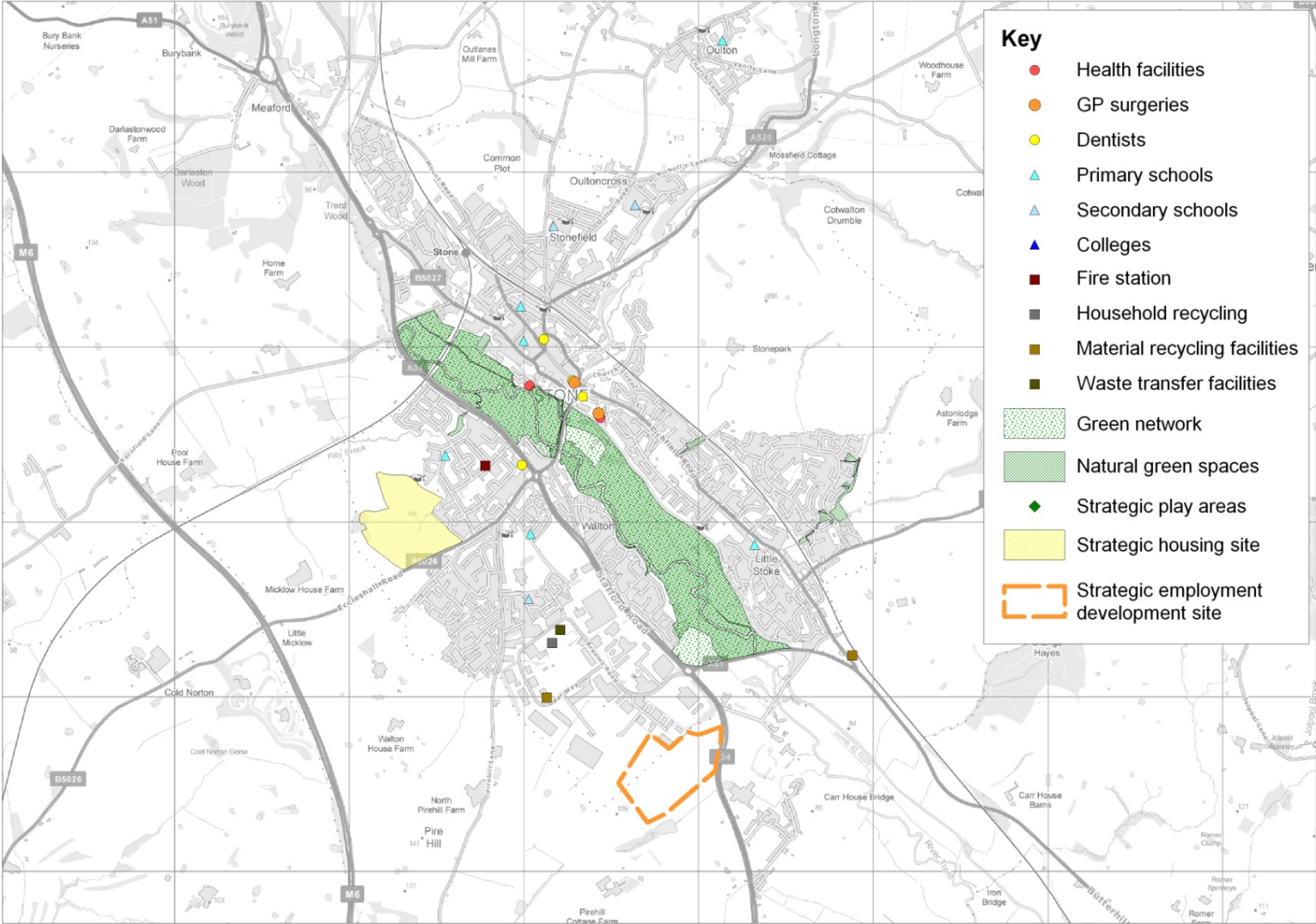


Figure 5.2: Existing Social, Community and Environmental Infrastructure in Stone



6 Environmental Infrastructure

6.1 Green Infrastructure

- 6.1.1 The provision of significant new green infrastructure is one of the key objectives of the Draft Plan. The aim is to strengthen green links from the surrounding open countryside and the Cannock Chase Area of Outstanding Natural Beauty (AONB) into the heart of Stafford to encourage healthy living for leisure time activities, whilst safeguarding and enhancing the landscape setting. This supports the objectives of 'A Green Infrastructure Strategy for Stafford – The Stafford Plan' (Stafford Borough Council, November 2009) which seeks to provide the setting and infrastructure for growth.
- 6.1.2 The Green Infrastructure (GI) Strategy complements the sport, open space and recreation strategy for Stafford Borough which is based upon the PPG17 Assessment and Open Space, Sport and Recreation Facilities Strategy (Stafford Borough Council and Kit Campbell Associates, March 2009). Strategic objectives are to create a greener, safer, more sustainable, active and healthier Borough, which emphasise involvement, pride and confidence in looking forward while making best use of resources. This document also set out open space standards for a range of different open spaces including amenity greenspace, natural greenspace, parks and gardens, civic areas, play spaces and sports facilities. Guidance is also set out by Sport England (in the Sports Facility Calculator) but it is advised that locally-derived standards should be applied and in their absence national standards used. Figure 5.1 illustrates existing and proposed environmental infrastructure in Stafford Town.
- 6.1.3 The Council's aim is to develop a network of green spaces. The creation of a number of destination parks underpins this approach, which has been informed by the PPG17 study and the GI strategy with the need to reduce maintenance costs of open spaces. Destination parks are envisaged to be larger than traditional pocket parks and will provide a wider range of facilities to cater for all local needs, from children and youths to adults and the elderly. Currently the Council is reviewing over 80 parks across the Borough, and therefore the strategy is focussed on enhancing and consolidating existing provision.
- 6.1.4 For example the Burleyfields Strategic Development Location represents an opportunity to create a new destination park. A knock-on effect of such developments might be the consolidation of Castlefields public open space. Another example, which might be surplus to requirements and as a result represent assets potentially available for re-use, is the public open space at Corporation Street.
- 6.1.5 At Stone, the general themes, including providing linked green spaces² are reflected in proposals. A key delivery project has been identified at Stone through a Canal & Riverside Park whereby an area of accessible land at the heart of Stone, based around the two existing watercourses should be provided to ensure most areas of the town have access to green and open space. This is particularly important given planned growth.

² A Green Infrastructure Strategy for Stafford – The Stafford Plan (Stafford Borough Council, November 2009)

- 6.1.6 Green Corridors should be created to screen the industrial estate and proposed employment site in the south of Stone on the A34, along the main thoroughfares through the town centre, Oulton Road, Old Road, Longton Road, Newcastle Road and Victor Street / Field Terrace, Lichfield Road and Pirehill Lane.
- 6.1.7 Other plans relate to enhancing the existing access to areas including Scotch Brook to The Hayes and Ivy Mill, Common Land to the east of Oulton Cross, Blackie's Lane, Railway and The Hayes Circular, Canal corridor, various sections along the river valley and at new development areas on the edges of existing residential areas.
- 6.1.8 Flood storage and rainfall interception works need to be undertaken at Stone Business Park, Stone Enterprise Centre and Industrial Park, works between Oulton Road and Longton Road, and Stonefield Industrial Estate

Planned Provision

- 6.1.9 In Stafford town there are enhancement works planned along the Waterscape Path, to improve the existing walkway and cycleway. This will create a better link between Bridge Street and Queensway.

Mitigation of the impacts of development on Cannock Chase SAC

- 6.1.10 A critical determinant of the amount, type and location of green infrastructure provision will be that required to mitigate the potential impact of new development on the Cannock Chase Special Area of Conservation (SAC). Development within 12 miles of the SAC is expected to avoid or mitigate any adverse effects upon the site's integrity³, although this distance is currently under review through on-going Habitat Regulations Assessment work.
- 6.1.11 The overall principle of mitigation measures comprise a package of either (a) on-site open space provision, (b) management of Cannock Chase, and (c) contributing towards 'Suitable Alternative Natural Green space' (SANGS) elsewhere. These measures have been demonstrated to meet the requirements of the Habitats Directive elsewhere in the UK (most notably around the Thames Basin Heaths Special Protection Area).
- 6.1.12 The nature in which SANGs will be implemented is currently in the process of being determined. During this transitional phase, Natural England confirms that the Cannock Chase SAC Partnership is due to consider latest visitor survey interpretation work in April 2012. Once the Partnership has considered the key findings and recommendations a project plan for the 'implementation phase' will be agreed.
- 6.1.13 In terms of SANGs standards the existing Cannock Chase Visitor Impact Mitigation Strategy sets out the criteria applying to SANGs (Section 5 – Alternative Sites). This states that SANGs may be created from:

³ Evidence Base Relating to the Cannock Chase SAC and the Appropriate Assessment of Local Authority Core Strategies (ecology Footprint, November 2009)

- a) existing open space, if at present they provide no or limited public access,
- b) sites with some access but where visitor levels could be increased, or
- c) newly established open space.

6.1.14 These criteria will reasonably inform adopted standards. However, it needs to be acknowledged that different candidate SANGs sites will vary in the extent to which their existing condition and status will meet these criteria. Feasibility of on-site provision at Strategic Development Locations around Stafford will need to inform the master planning of development proposals

6.1.15 Enhancements to the green network, including flood attenuation and open space schemes, will be explored by the Council in light of their ability to contribute towards the provision of SANGs. This has the potential to present a significant opportunity for multifunctional use of green infrastructure in the design of Strategic Development Locations at Stafford.. .

6.1.16 Based upon Natural England's experience in the Thames Basin Heaths area this is likely to have implications for developer contributions. They will need to be tailored to the needs of candidate SANGs sites and based on a detailed understanding of the costs involved in meeting the criteria. However, there is no guarantee that the Cannock Chase SAC Partnership will adopt the same approach. It will be essential that this Infrastructure Delivery Plan is updated to reflect the requirements set out in the forthcoming Implementation Plan.

Funding and Delivery

6.1.17 Green infrastructure is a complex subject, which offers both challenges and opportunities. Whereas housing, transport and education all have broadly ring-fenced budgets, there is no such arrangement for green infrastructure, which has to be funded from local authority general budgets or obtained via developer contributions. This has been relatively straightforward in the past because open space has its own Planning Policy Guidance (PPG 17) requirements. Its companion guide (Para 9.1) says: *“Provided authorities have undertaken assessments of need and audits of existing facilities compliant with PPG17, locally determined provision standards will meet the tests of reasonableness set out in paragraph 7 of DoE Circular 1/97, Planning Obligations.”*

6.1.18 This has made it relatively easy to justify a tariff approach to open space developer contributions. Unfortunately, this approach has not been carried into the National Planning Policy Framework (NPPF). This means that s106 contributions towards open space provision in the future may have to be justified on the strict necessity test. On small sites, this would mean that open space will need to be funded through CIL or not at all. On larger sites, on-site provision can still be justified as necessary but the standard required may be subject to more negotiation. Any off-site provision will normally need to be included in CIL, unless demonstrably required for mitigating the impacts of development. Where SANGs or other SAC mitigation measures are delivered through s106 (rather than CIL), their provision will be a material consideration in determining any planning application within the zone of influence of the SAC. A number of local authorities have raised concerns about the implications for the restrictions on the pooling of s106 contributions for the effective delivery of SANGs. However, the restriction applies to the number of contributions towards an individual project not a type of infrastructure. Further guidance from the

Government's Communities & Local Government Department (CLG) is anticipated on this issue later in 2012.

- 6.1.19 Where CIL is the identified mechanism for securing SAC impact mitigation (e.g. SANGS), the Council would be legally responsible for spending the appropriate amount of CIL contributions each year on SAC mitigation measures. Stafford Borough Council and its partners will keep abreast of emerging case law and practice in this area to minimise risk.
- 6.1.20 S106 contributions are predominantly for capital expenditure or fixed term maintenance. Residential developers are increasingly using the mechanism of a community trust to ensure long term financial resourcing of the maintenance of public open space within large scale developments. Indeed on larger sites it may be preferable to encourage the developer to set up a community trust to maintain open space and common areas rather than pass the obligation to the local authority.

6.2 Flood Defence and Attenuation

- 6.2.1 Stafford Borough is almost entirely located within the catchment of the River Trent. In accordance with the NPPF's section on Development and Flood Risk, the construction of new defences to enable development to take place should, wherever possible, be avoided. For Strategic Development Locations, new development, in accordance with the NPPF, will be required to achieve better than greenfield surface run-off rates.
- 6.2.2 The Surface Water Management Plan seeks to hold water back to alleviate flood risk issues in the town centre through surface water management. This strategy requires a comprehensive flood management scheme including off-site measures to alleviate flooding and surface water management on Marston Brook and Sandyford Brook.
- 6.2.3 This is identified as a priority in the Draft Plan and will need to be an integral component of the development proposals for the Northern SDL, which the Environment Agency will expect to achieve significantly less than green field run-off rates to Sandyford Brook and Marston Brook. It would provide a multifunctional resource including the creation of new publicly accessible green space, and waterway and landscape restoration to protect new and existing development from flood risk. It will also provide recreational space and space for Sustainable Drainage Systems (SuDS). Opportunities will be investigated by the Council, Natural England and landowners for the incorporation of SANGs within the scheme if this is feasible. A key issue for delivery will be the engagement of adjacent landowners in the preparation of the Strategic Framework for the Northern SDL, as the successful delivery of these objectives is likely to require third party land.

Flood Defence – Committed and Proposed Schemes

- 6.2.4 The Environment Agency (EA) has a number of committed flood defence schemes in the Borough. These relate to the reconditioning programme which will take place over the next 5 years. It is fully funded by The Department for Environment Food and Rural Affairs (DEFRA), and managed by the EA. Repair work is to be undertaken along Sandyford Brook, Rising Brook and the River Sow in Stafford, and Scotch Brook and Saxifrage Outfalls in Stone. These works

will cost a total of approximately £700,000. A Surface Water Management Plan is also being prepared for Doxey and Tillington Marshes.

- 6.2.5 The opportunity to provide new flood defences to commercial properties within the Greyfriars area, and residential properties along Doxey Road and Castle Street as part of the Western Access Improvement Scheme is worthy of further investigation as part of the Strategic Framework for the Western SDL.

Funding and Delivery

- 6.2.6 Flood defence works are only funded by the EA to protect existing development. If works are programmed to take place to enable development, these are expected to be mainly developer funded and to be undertaken prior to development. Similarly, any compensation work and site drainage infrastructure should be in place before construction or be phased ahead of the development of large sites.
- 6.2.7 The primary funding sources are Flood Defence Grant in Aid which is given as a national pot to the EA's National Allocation team and then funding is allocated yearly, based on outcome measures. Another funding source is Local Levy - this money is given to the EA from local authorities, and the Regional Flood and Coastal Committee decide where this money is to be invested.
- 6.2.8 DEFRA consultation document "Future Funding for Flood and Coastal Erosion Risk Management" (November 2010) proposed that projects should be funded through a mix of national and local funding, with local authorities responsible for raising local contributions through levies, land sales and other measures. It also proposes that no developments built after 2009 would be eligible for grant assistance. The developer would have to meet the cost. Where development is intensifying the use of an existing area of development that is threatened by flooding, it would be legitimate to apply CIL to any prevention works.

6.3 Sport, Open Space and Recreation

Planned and Committed Investment

- 6.3.1 To date, works have been undertaken or are planned to take place in Stafford town at Victoria Park, Rowley Park, Wildwood Park, Riverway Sports Village, and in Stone at Westbridge Park.
- 6.3.2 Victoria Park, to the south of the town centre, is a destination park and has undergone recent works to improve children's and youth facilities. This scheme cost £600,000 and was funded through Staffordshire County Council (SCC), s106 contributions and the Stafford Environmental Fund. The park is set to undergo further modernisation works over the next 5 years. These are currently at the feasibility stage however costs are estimated to be £3.5 million.
- 6.3.3 Rowley Park / Highfield Sports Stadium is a destination park, to the south west of Stafford town centre, and has Cabinet approval for a football development centre, which will significantly improve existing facilities by providing pitches and flood lighting to maximise utilisation. This will take place in association with the Football Foundation and is expected to cost £814,000. Some

funding will be provided via s106 contributions and asset sales. In addition, a bid for £300,000 has been submitted to the Football Foundation. Feedback on this is expected in April 2012. In the future, the Council has aspirations to develop a new changing room complex on site at an expected cost of £1.25 million.

- 6.3.4 Riverway Sports Village, to the west of Stafford town centre, has also undergone a range of improvements including providing a new bowling green and sports pitches. These works were part funded by GCS Orestone. Over the next few years the Council has aspirations to further redevelop the site to provide a specialist sports facility.
- 6.3.5 Wildwood Park, an established Country Park to the south of Stafford, is also subject to minor improvements to become a new destination park. These works are set to take place in the next 5 years and will be part funded by s106 contributions from an adjacent housing development.
- 6.3.6 There are also committed plans for improvements at Doxey Road public open space, to the west of the town centre.

Future Needs

- 6.3.7 The PPG17 Strategy⁴ promotes consolidation through the enhancement of existing open space and provision of new destination parks and the potential release of smaller surplus sites, thereby reducing on-going maintenance costs. The Council has aspirations for destination parks on the Western SDL and destination sports pitch provision on and / or adjacent to the sites which make up the Northern SDL. As highlighted above the latter potentially offers the prospect of the multifunctional use of land otherwise used for flood attenuation. This requires further investigation with the landowners / developers through the master planning process.
- 6.3.8 There are general needs for play and youth facilities across the Borough, enhancement of parks, indoor and outdoor sports facilities. In total, the Council estimate that it will cost £6 million to £7 million to modernise existing indoor sports facilities and £500,000 per site to provide new play areas and facilities for youths. Schemes at early stages of planning include specialist centres for football, rugby, cricket, netball and hockey. The provision of a centre for rugby is likely to be dependent on the future of the existing Rugby Club in Stafford.
- 6.3.9 Westbridge Park, in Stone, is considered to require redevelopment. The former sports hall has successfully been converted into a fitness centre and the Council have aspirations for further improvements. However these are currently at the early planning stages.
- 6.3.10 Funding will be achieved through a mix of sources including SCC, s106 contributions, Heritage Lottery Fund, Big Lottery, Play England, Stafford Environmental Fund and specialist sports bodies.

⁴ PPG17 Assessment and Open Space, Sport and Recreation Facilities Strategy (Stafford Borough Council and Kit Campbell Associates, March 2009)

6.4 Waste Management

- 6.4.1 The Waste Collection Authority and the Waste Disposal Authority maintain a Joint Municipal Waste Management Strategy, which covers Stafford Borough. The strategy, and planning cycle for investment, is refreshed every five years. However it should be noted that energy-from-waste infrastructure is generally planned over a 25 year cycle.
- 6.4.2 The Waste Disposal Authority provides two Household Waste Recycling Centres (HWRCs), in Stafford and Stone, to cover the needs of residents in the Borough. The Stafford HWRC also provides commercial waste services for small traders, micro-businesses and small & medium-sized enterprises (SMEs). The catchment area for planning HWRCs is generally on a sub-county level, but in the case of Stafford, the provision fits the Borough without significant overlap with adjacent districts. Any future development will relate to the on-going maintenance of existing assets. Any upgrade or maintenance works to facilitate added demand is currently provided through the County Council Capital Programme. Although this is not guaranteed it is expected to continue in the future despite future spending pressures.
- 6.4.3 In terms of strategic residual waste treatment / disposal infrastructure, the Waste Disposal Authority provides energy-from-waste facilities north and south of the Borough, at Hanford, Stoke-on-Trent and at Four Ashes, South Staffordshire. These facilities have been modelled to meet the needs of the necessary treatment capacity required to accommodate additional housing forecasts. At this time, it has not been identified that a business case would support the development of a waste transfer station in Stafford Borough and it is envisaged that the Waste Collection Authority will directly deliver residual waste to these facilities. However, this might be subject to change in the future depending on waste reduction or growth elsewhere in the county and region, reflecting the catchment area for such facilities. The energy-from-waste facility at Stoke is due for contract renewal in 2020 and the facility at Four Ashes in 2030.
- 6.4.4 The HWRCs are delivered from Staffordshire County Council's Capital Programme (Council Tax and Grants). Further to this, alternative revenue sources are currently being considered, including CIL. Energy-from-waste facilities are typically funded by direct lending of PFI supported contracts with the private sector service providers installing the infrastructure. Under this arrangement, the investment is recouped via contracts funded by annual revenue expenditure.
- 6.4.5 Material recycling facilities for industry and commercial activities are considered to be sufficient at present. There is no justification to provide, or allocate, land for new facilities. However, if required, and a need is identified, the County Council confirm that future development will be market led and thus funded by the private sector.

7 Infrastructure Funding

7.1 Public Funding

7.1.1 Generally speaking throughout the UK, publicly funded infrastructure is sourced through different kinds of formula grant, mainly based on population. These are explained in the relevant preceding sections. The formula will respond to population change, albeit sometimes with a lag that can cause problems – material demand needing to be demonstrated before budgets can be allocated. The relevant questions to ask are:

- Are there funding formulae in place or will Stafford need to find funding from elsewhere?
- Does Stafford have an atypical need such that a formula based funding is likely to be inadequate?

7.1.2 This section reviews wider funding and delivery mechanisms which are not triggered automatically by population change and are not infrastructure specific, but could play a role in addressing gaps in funding available from mainstream provision.

7.2 Local Authority Formula Grant

7.2.1 The most significant funding for growth at Stafford Borough Council (SBC) comes from the local authority grant system, run by the Government's Communities and Local Government (CLG) and other departments. The main block formula grant is broadly funded from business rates revenue and the local authority grant but the two envelopes are not necessarily the same size. The business rates yield was topped up by the previous government in the peak years of spending by the Rate Support Grant so that local government grant was more than business rates yield. Conversely, under the current administration, the total formula grant is lower than the forecast yield from business rates. In the current spending round, the total grant will reduce from about £28.5bn to £22.9bn (excluding Fire Services and the Police), which represents a 28% reduction in local authority grant – a 19% cut in overall budgets, according to HM Treasury. There is a temptation to think of this as a temporary expedient while the economic downturn lasts, but the Coalition Government undoubtedly sees it more as a permanent re-casting of the role of the public sector at local level.

7.2.2 Since May 2010 the Government has embarked on a programme of radical changes, reducing the role of the state overall and giving much greater freedom, but less money, to local authorities and neighbourhoods. As part of the Localism agenda, ring fencing has been removed from most grants. The Chancellor announced that he had identified 93 ring fenced grants that would be subsumed into the main Formula Grant. With the abolition of the standards and targets regime, this gives local authorities much more freedom to decide local priorities. However, the consequence has been to concentrate on large core services at the expense of departments such as planning. According to the Audit Commission Report "Tough Times" (2011) almost half the savings are being made from the 16% of budget consumed by smaller departments, including planning and housing.

7.3 New Homes Bonus

- 7.3.1 New Homes Bonus is funded from the overall business rates pool. This pays Councils an amount equivalent to the average national council tax yield for each new dwelling built, for the first six years after construction. The Government says this is about £8,630 per Band D dwelling in total over six years. The Government has promised that the bonus will be applied to any houses completed from 2010-11 onwards.
- 7.3.2 This is the Government's flagship scheme for funding growth. There are however two caveats. First, the Government has already allocated £200m per annum (pa) for the first year of the scheme and £250m per year thereafter. However, the cost is forecast to rise to over £1bn pa, which will be met from the Formula Grant pool. So, it is not new money, and a significant shortfall continues and is growing.
- 7.3.3 Secondly, there is some confusion about what the bonus is meant to fund (although it will not be ring-fenced). Originally, ministers implied that it was a replacement for the Planning and Housing Delivery Grant – which was mainly spent on funding planning department costs. In the consultation document, one paragraph suggests it could be spent on neighbourhood amenities unrelated to growth, and another suggests it could be pooled at Local Enterprise Partnership (LEP) level to pay for major infrastructure requirements.

7.4 Business Rate Retention

- 7.4.1 The Government is also consulting on revised arrangements for Formula Grant that would allow Councils to retain part of any increase in business rates revenue – the Local Government Resource Review. In principle this would be helpful to Stafford Borough given the amount of commercial development proposed. However, the proposals are extremely complex; the main consultation paper was accompanied by eight technical papers and it is not yet clear which authorities would benefit from the new system, which is scheduled to come into effect in 2013-14. The enabling legislation - the Local Government Finance Bill - is going through Parliament but this only gives the Secretary of State power to make detailed regulations which has yet to be published.
- 7.4.2 The original intention of the changes was to re-balance the grant regime away from supporting need and towards economic growth within the existing funding envelope. The economic crisis has made it much more difficult to do this and the proposals have been watered down to an extent that has disappointed authorities in wealthier areas like London. Moreover, although any change will create winners and losers, Stafford Borough Council (SBC) as a small Midlands authority is likely to find the overall effect limited – although a big new development might create a short term funding windfall.

7.5 Growth Related Funds

- 7.5.1 The previous government distributed funding through a range of non-departmental bodies, principally the Regional Development Agencies (RDAs), now abolished, and the Homes and Communities Agency (funding reduced by about 50%). Growth related funding streams operated by the previous government (such as the Growth Areas Funding, Community Infrastructure Fund)

were largely wound up in April 2011. However, the Government forecasts that by 2015 the revenue from business rates will substantially exceed the amount spent by formula grant. There is a statutory obligation to distribute the whole amount to local authorities. So, having taken it away, the Government is now proposing to give it back via different grants.

- 7.5.2 The first of these was the new Regional Growth Fund, but its size is limited to £1.4bn over the Spending Review period, and it is enormously oversubscribed. Moreover most of the funding went directly to the private sector.
- 7.5.3 Local Economic Partnerships have to date received little or no central funding until recently with the announcement of the £500m Growing Places Fund to provide infrastructure to unlock stalled developments. Stafford Borough is within the Stoke-on-Trent and Staffordshire LEP. Unlike previous growth funds this has been allocated on a formula basis. The amounts distributed are small – the average LEP area receives £10-12m which it has to allocate within its area. This is also true of the other programmes announced by the Government such as the broadband initiative (£500m to spend across the whole country) or the Coastal Fund (£28m available for all coastal areas). A continuing drip-feed of small programmes requiring competitive bids like these is expected. Stafford Borough Council needs to be alert to the opportunities as they arise but should also understand that the amounts on offer are likely to be small.
- 7.5.4 Stafford Borough Council also needs to be cautious about the Government's projections of business rates income, which are based on the 2010 Revaluation with values set in 2008 at the height of the property boom and projected forwards by inflation. So, the business rates burden is projected to increase at a time when rents in the real world are falling sharply and businesses are struggling, especially in the retail sector. There must be some doubt about whether this is sustainable, especially after the next Revaluation in 2015. The consequence would be less money available for central Government top-up programmes.

7.6 Developer Contributions and Community Infrastructure Levy

- 7.6.1 Realistically, it is unlikely that CIL will raise enough to make significant contributions to the full range of infrastructure demands that have been identified in this document. CIL charging schedules published to date indicate it will provide for no more than 10-20% of the identified gap in many areas. The Government is clear that CIL is funding of last resort – after mainstream public funding has been utilised. The NPPF emphasis on viability and economic growth further emphasises this point.
- 7.6.2 A key issue for the authority will be how it decides to prioritise its use of CIL receipts. The Council will publish a Regulation 123 list identifying those items on which it intends to spend CIL. This will require careful consideration and regular review in tandem with the refresh of the IDP as inclusion on the list precludes the use of s106 monies being spent on those items listed.
- 7.6.3 However, it is probable that consent for at least two of the SDLs is likely to be granted prior to the introduction of a CIL charge in Stafford, in which case developer contributions towards infrastructure from the SDLs will be secured primarily through s106 and direct provision in kind. This will also assist with the appropriate control of the timing of infrastructure delivery in relation to dwelling occupation. CIL is likely to be primarily a source of income from smaller sites, which

can be deployed strategically to provide for strategic and neighbourhood scale infrastructure demands which are not necessarily the direct result of specific developments. Should the SDLs not be consented prior to the introduction of a CIL charging schedule, they will be liable to CIL and care should be taken that the combined effect of CIL and s106 contributions does not impact on viability.

7.7 Local authority borrowing

- 7.7.1 Local authorities like SBC have the ability to borrow against their overall revenue streams within the limits of the prudential regime. According to Government forecasts, local authority capital spending (including prudential borrowing) is forecast to reduce by 30% over the spending review period - which indicates that the Government is not encouraging an expansion of prudential borrowing. Moreover it has increased the cost of capital to local authorities from the Public Works Loan Board.
- 7.7.2 The Local Government Finance Bill also introduces the prospect of hypothecated borrowing against a specific revenue stream via Tax Incremental Finance (TIF). The idea is that local authorities could designate an area for regeneration or development, borrow to invest in infrastructure to enable development and repay the borrowing from the increased business rates revenue. While this idea has quite widespread political support it poses two problems for the Treasury. First, it increases public sector borrowing. Secondly, to the extent that it takes money from the general business rates pool, it reduces the amount available for other purposes. So the current proposals include two options, one which would place all the risk on the local authority and the other which would be tightly rationed by the Treasury. It is an unappetising choice for local authorities and SBC should be cautious about relying on TIF as a major funding stream.
- 7.7.3 There is also an arrangement whereby all the increase in business rates within Enterprise Zones is retained by the LEP and this could be used to repay infrastructure loans. Regardless of whether this is a sensible proposition or not, SBC does not have an Enterprise Zone in its area to which it could be applied.

7.8 Asset Realisation

- 7.8.1 The Government is undertaking a major drive to reduce the size of its own estate and is encouraging agencies and local government to do the same.
- 7.8.2 There are strong pressures on public services to work together to release assets, to save money and to deliver better services. There are a range of initiatives under way such as the Total Place pilots, community budgets and the duty to cooperate under the Localism Act. There is no doubt that this will be effective in reducing the amount of space occupied. There is major scope for reduction from simple reductions in headcount, efficiencies in service delivery and co-location.
- 7.8.3 Few people also understand the extent to which floorspace requirements are shrinking because of changes to office working practices. The use of flatscreen monitors, digital storage and shared desk space is finally being felt. Government space planning standards for office workers have reduced from 19m² per person to under 10m² in a decade. The more difficult question is who

might want to buy up the stock of old local authority offices. The outlook for the commercial property market is poor for the next few years with low prices and weak demand from occupiers.

- 7.8.4 For the same reason, SBC should be cautious about the prospects for Local Authority Asset Backed Vehicles (LABVs). These were arrangements where the local authority formed a 50:50 joint venture with a property developer and borrowed money to develop and sell properties. In reality, many of these joint ventures borrowed far too much money (mainly from the Royal Bank of Scotland which in turn became over-exposed to the property market) and ran out of cash before they could complete developments. A number of the developers involved are now bankrupt or in liquidation and the banks are no longer willing to lend money. Moreover, with poor prospects for either selling or renting assets, there is little chance of being able to repay any loans.
- 7.8.5 The one area that has some potential is residential land. The Government has been working hard to persuade bodies such as the NHS and MOD to release sites for housing. There may also be scope for SBC to do the same. However, again, there must be some caution about the ability of the housing market to absorb a large number of extra sites when development levels are currently so low. The Government's approach has been to try to release sites at low prices to encourage housebuilders to buy them but this has yet to translate into increased rates of development.

7.9 Conclusion

- 7.9.1 This review of alternative funding streams is cautious. However, it largely reflects the anxieties expressed by the Chancellor and the Governor of the Bank of England about the state of the economy and the likely length of recovery. The corollary is that a slow economy probably also implies a slower rate of physical development and hence less pressure on infrastructure funding that the headline figures in this Infrastructure Delivery Plan may suggest. So, the biggest risk is probably that both infrastructure and housing provision may be slower than desirable due to the economic context.

8 Delivery Strategy

8.1 Critical Infrastructure

8.1.1 There is no evidence of absolute infrastructure capacity constraints to bringing forward the development proposed in the Plan for Stafford Borough. This is based upon findings of consultation with a wide range of service providers as part of the preparation of this Infrastructure Delivery Plan.

8.1.2 The Plan for Stafford Borough is largely based on the delivery of three Strategic Development Locations (SDLs) in the form of urban extensions to the North, West and East of Stafford Town and one Strategic Development Location at Stone together with two employment locations at Ladfordfields and Raleigh Hall. The infrastructure required to bring forward these developments in a timely manner, is set out in Tables 8.1 – 8.3 below, and will be essential for the achievement of the Draft Plan's objectives.

8.1.3 In summary the IDP identifies the following items of critical infrastructure; which is essential for the release of the three SDLs at Stafford Town:

- Suitable Alternative Natural Greenspace (SANGs). The Delivery Plan for SANGs has yet to be agreed by Natural England. However, based on experience from elsewhere in England we assume that SANGs will need to be in place prior to occupancy of dwellings – whether provided on or off-site. This provides an absolute constraint until provided and the production of an agreed delivery plan and the identification of appropriate sites will be a priority.
- The integration of appropriate flood alleviation measures into the design of the Northern SDL such that there is no additional run off into Sandyford Brook and Marston Brook will be unavoidable. The impact this will have on the layout, phasing and viability of the proposed development will require early investigation, and provides an opportunity to explore opportunities for combining flood alleviation with SANGS, and green infrastructure .
- The phased implementation of the Western Access Road will determine the build out rate of the Western SDL. One phase is dependent on provision in-kind. However other phases will be dependent on developer contributions, public funds and access rights from Network Rail. Resolution of these issues will determine the timing of the release of land for development.
- Finally, the estimated costs of connection to the electricity grid from the Eastern SDL and the Stone SDL are significantly higher than the other two SDLs. The implication of these charges for development viability and the ability for developer / landowners to deliver other essential planning obligations / potential CIL charges will require further detailed investigation by the site promoters to demonstrate the impact on deliverability.

8.1.4 The Council is working in partnership with the promoters of SDLs to prepare strategic frameworks for each development. Through this process all parties will be able to identify key risks associated with infrastructure delivery and identify potential mitigation through alternative layouts, mix of uses, phasing etc... Each Strategic Framework will need to address the delivery of the infrastructure requirements identified in this IDP, including where necessary through viability

appraisal to demonstrate deliverability. Any implications for the phased delivery of development should be identified.

- 8.1.5 A particularly important issue for the Strategic Frameworks to address will be the approach to developer contributions (s106 and s278), which will be specific to the requirements of each site. The Council will seek to secure financial and in-kind contributions towards strategic and site specific infrastructure, in accordance with CIL Regulations as well as, where appropriate, to embed infrastructure into the design of the schemes.
- 8.1.6 Where appropriate the Strategic Frameworks may need to encompass land outside the site boundaries shown in the Draft Plan and the ownership of the site promoters, in order to best address identified infrastructure constraints. The provision of appropriate flood alleviation for the Northern SDL, for example, may require land between the two identified sites which make up the SDL.

Table 8.1 Infrastructure Requirements to support growth in North Stafford Strategic Development Location

Infrastructure Category	Requirements	Phasing	Capital Cost	Funding
Transport (CRITICAL)	Cycle and walking links to connect to the existing and proposed Borough wide, and national, cycle and walking routes to the town centre and other key destinations	2016		Developer contributions (s106 / CIL).
	New or enhanced bus routes	2016+		Developer contributions
	Package of improvements along A513 Beaconside.	2012 - 2022	£7.3m	£2.5m committed. Remainder from developer contributions from SDLs.
Nature Conservation and Biodiversity (CRITICAL)	Suitable Alternative Natural Greenspace to be provide through (a) on-site open space provision, (b) management of Cannock Chase, or (c) contributions towards 'Suitable Alternative Natural Green space' (SANGS) elsewhere.	2011-2031	TBC	Developer contributions and / or in-kind provision.
Electricity (CRITICAL)	Planned reinforcement works to Stafford Firm Capacity scheduled for completion during 2012, will provide sufficient capacity to accommodate all planned development. Connection to grid	2011-2015	Unknown £9m	Developers will be required to pay for connections.
Gas	None	N/A	N/A	N/A
Potable Water	None	N/A		Severn Trent Water (AMP5) will fund off site reinforcement works in full. Developers to fund on-site water mains.

Infrastructure Category	Requirements	Phasing	Capital Cost	Funding
Sewage	Capacity improvements will be required to accommodate additional housing at Beaconside and North Stafford. Works to be confirmed by further hydraulic modelling	Lead time of 3 years	£300,000 (tbc)	Not in current AMP
Flood Alleviation (CRITICAL)	Development will be expected to achieve significantly less than greenfield surface water run-off rates into Sandyford Brook and Marston Brook and contribute towards a comprehensive flood management scheme. Likely to require an open water storage solution with implications for site layout / developable area. This should maximise opportunities for the multifunctional use of land including for SANGs, other public open space and the provision of sports pitches. May have implications for boundary of Northern SDL, which may need to include land between the two sites identified in the plan. To be tested through development of a Strategic Framework.	2011-2031 (Drainage infrastructure must be in place prior to construction of each phase of development).	N/A	Developer Funded
Education	Initial phase of development accommodated through extension to existing schools. To accommodate scale of development proposed a new Primary School provision (equivalent to 3-4 FE) should be included in masterplan. Extension of one or possibly two existing secondary schools, subject to acquisition of	2011-2015 2016+ 2016+	Up to £13mm £10m	Developer contributions DfE Capital Programme and developer contributions (including land in-kind) DfE Capital Programme (under review) / developer contributions.

Infrastructure Category	Requirements	Phasing	Capital Cost	Funding
	additional land.			
Primary Healthcare	Replacement of Browning Street Surgery between Stone Rd and Co-operative Street will provide much increased capacity and be able to accommodate demand associated with demand arising from Northern SDL.	2011-2016	£5m	Primary Care Trust GP Consortium Staffordshire County Council
Telecommunications	Stafford exchange is enabled with Superfast Fibre Access Broadband. No cost implication for developer over standard telecommunications infrastructure.		N/A	Developer
Open Space	Will need to be planned in association with requirements for SANGs. Children's play areas and multi-use games areas in accordance with local standards of provision.	2011+	Unknown	Developer contributions.

Table 8.2 Infrastructure Requirements to support growth in West Stafford Strategic Development Location

Infrastructure Category	Requirements	Phasing	Capital Cost	Funding
Transport (CRITICAL)	<p>Western Access Road to be completed in five sections:</p> <ol style="list-style-type: none"> Spine Road The link from Martin Drive spine road to Doxey Road (adjacent to the railway line). A limited upgrade to the railway bridge link. The link from the bridge to the junction of Doxey Road and Pans Drive. Link from the Doxey Road / Pans Drive junction to A34. <p>400 homes (significantly higher than 5 year allocation) can be developed prior to completion of section 2 from Doxey Road to Martin Drive.</p> <p>Network Rail has identified 2017 as a window of opportunity for upgrade to railway bridge as it would correspond to planned works on West Coast Mainline.</p>	<ol style="list-style-type: none"> 2011-16 2016+ 2017 2016+ 2016+ 	<p>S1 (TBC) S2: £2m S3 & S4: £4.65m S5: £13m</p>	<p>Section 1 will be developer funded.</p> <p>Remaining sections delivered through a mix of s106 / s278, CIL and SCC funds:</p> <ol style="list-style-type: none"> SDL Developer SDL Developer SCC / Pooled developer contributions Third Party Developer contributions Unknown / SCC. <p>All costs quoted exclude environmental mitigation/utility diversions. Cost for S2 excludes cost of bridging railway sidings.</p>
Nature Conservation and Biodiversity (CRITICAL)	<p>Suitable Alternative Natural Greenspace to be provide through (a) on-site open space provision, (b) management of Cannock Chase, or (c) contributions towards 'Suitable Alternative Natural Green space' (SANGS) elsewhere.</p>	2011-2016	TBC	Developer contributions and / or in-kind provision.
Electricity (CRITICAL)	<p>Planned reinforcement works scheduled for completion during 2012, will provide sufficient capacity to accommodate all planned development</p>	2011-2015		

Infrastructure Category	Requirements	Phasing	Capital Cost	Funding
	Connection to grid (including for Ladfordfields Employment Site)		£5m	Developers will be required to pay for connections.
Gas	None	N/A	N/A	N/A
Potable Water (CRITICAL)	Reinforcement required. Potentially a new main from the local trunk main near Beaconside / A34 junction to the new developments to allow it to be supplied from Stafford East Control Group, or a new main from the outlet main from Butterhill Direct Supply Reservoir . Subject to ongoing feasibility work by Severn Trent Water.	Unknown		Severn Trent (AMP5) for off site works. Developer funds on site mains
Sewage (CRITICAL)	Reinforcement works, to be confirmed by further hydraulic modelling	Lead time of 3 years	£570,000 (tbc)	Severn Trent Water (AMP6)
Flood Alleviation	N/A	N/A	N/A	N/A
Education	Initial phase of development accommodated through extension to existing schools. New Primary School (2-3 FE) to be included in masterplan Expansion of existing secondary school subject to availability of Authority owned land.	2011-2015 2016+ 2016+	 Up to £8m £7m	Developer contributions DfE Capital Programme and developer contributions (including land in-kind) DfE Capital Programme (under review) / developer contributions.
Primary Healthcare	Type of provision to be determined through masterplanning process. None envisaged during first 5 years of plan.	2016+	£8m	GP consortia. Possible provision of land / accommodation in masterplan.
Telecommunications	Stafford exchange is enabled with Superfast Fibre Access Broadband. No cost implication for developer		N/A	Developer

Infrastructure Category	Requirements	Phasing	Capital Cost	Funding
	over standard telecommunications infrastructure.			
Open Space	Creation of a new destination park – will need to be planned in association with requirements for SANGs. Children’s play areas and multi-use games areas in accordance with local standards of provision.	2011+	Unknown	Developer contributions.

Table 8.3 Infrastructure Requirements to support growth in East Stafford Strategic Development Location

Infrastructure Category	Requirements	Phasing	Capital Cost	Funding
Transport	<p>Improvements required to the A513 Beaconside Road / A518 Weston Road roundabout will be delivered through s106 / s278 agreements with the developer of the parcel between Weston Road and Tixall Road, providing the principal access into the development site</p> <p>A number of improvements have been identified but none considered essential to bring forward development. These comprise: Potential capacity and safety improvements to Baswich Lane (St Thomas Lane – The Settings); New cycle link over the River Sow; A34 Road Traffic Management; Potential Park and Ride Scheme; St Leonards Avenue Improvements.</p>	2016-2031	N/A	<p>None committed, but potential sources include:</p> <ul style="list-style-type: none"> Staffordshire County Council Developer Contributions Local Sustainable Transport Fund
Nature Conservation and Biodiversity	Suitable Alternative Natural Greenspace to be provide through (a) on-site open space provision, (b) management of Cannock Chase, or (c) contributions	2011-2031	TBC	Developer contributions and/or direct provision.

Infrastructure Category	Requirements	Phasing	Capital Cost	Funding
(CRITICAL)	towards 'Suitable Alternative Natural Green space' (SANGS) elsewhere.			
Electricity (CRITICAL)	Connection to grid	2011-2015	£4m	Developers will be required to pay for connections.
Gas	Reinforcement for employment sites	N/A	£150-250k (TBC)	TBC
Potable Water (CRITICAL)	Reinforcement of the water supply required.	2011-2015	£1.7m	Severn Trent Water (AMP5) Developer funds on site mains
Sewage (CRITICAL)	Topography of the site suggests it will drain to a terminal sewage pumping station known as 'Beaconside' which pumps directly to Brancote sewage treatment works. There are known flooding problems in the vicinity of this pumping station and so capacity improvements may be required at this sewage pumping station to accommodate additional flows from the proposed 600 additional dwellings in this location.	Lead time of 3 years	TBC	Not in current AMP
Education	Extension to one or two existing secondary school to accommodate 0.5-1 FE. New Primary School (1-2 FE) to be included in masterplan Extension of existing secondary school required to accommodate projected growth in pupils. School to be expanded yet to be determined.	2016+ 2016+	£4m £2m	Developer contributions DfE Capital Programme and developer contributions (excludes cost of land assumed to be provided in-kind) DfE Capital Programme (under review) / developer contributions.
Primary Healthcare	Project in development which could serve new	2016+	£5m (TBC)	GP consortium.

Infrastructure Category	Requirements	Phasing	Capital Cost	Funding
	development on the East of Stafford			
Telecommunications	Stafford exchange is enabled with Superfast Fibre Access Broadband. No cost implication for developer over standard telecommunications infrastructure.	N/A	N/A	
Open Space	Will need to be planned in association with requirements for SANGs and local standards of provision.	2011+	Unknown	Developer contributions.

8.2 Outstanding actions to be addressed during the next stages of the development of the Plan

8.2.1 In advance of the Examination in Public on a submission Borough Plan, a priority task will be the preparation of Strategic Frameworks for each of the SDLs, led by the respective site promoters working in partnership with the Council. The frameworks will provide essential evidence to demonstrate the deliverability of the SDLs to the Examination in Public of the Plan, and provide a mechanism through which the Council and the promoters can identify common ground.

8.2.2 There remain a number of distinct infrastructure delivery issues which will be the subject of further technical assessment prior to the submission of the Plan and / or its Examination in Public, including:

- Further testing of the impacts of Northern SDL on the Strategic Highway Network and the local transport network by the Highways Agency and Staffordshire County Council respectively.
- Ongoing hydraulic modelling of reservoir and sewage treatment works by Severn Trent Water (the results of which are due later in 2012).
- Preparation of the Implementation Plan for mitigation of impacts of planned development on Cannock Chase SAC by the Partnership ; essential to provide clarity in relation the requirements that will need to be built into the Strategic Frameworks for each SDL.
- Further investigation may be required into the feasibility of development at Ladfordfields in light of the presence of a main water pipe running through the site.
- Update the IDP to identify critical infrastructure required to support planned development outside Stafford Town and Stone, once housing sites outside these two towns have been identified in the Plan.

8.3 Risk and Contingency

8.3.1 Stafford Borough has more than a five year supply of housing, and is not planning for a significant number of dwellings to come forward on any of the three Stafford Town SDLs in the first 5 years of the plan period. So, even in the event of non delivery on the SDLs by 2016 the risk to the Plan over the period 2011-2016 is negligible.

8.3.2 Viability of development is the most significant risk; one that will be largely determined by the state of the wider economy and housing market. However, the IDP has identified some critical infrastructure requirements associated with the SDLs which will place some pressure on the viability of development, even within a stronger housing market, depending on how the associated costs are borne and the resultant impact on cashflow. The most significant of these include:

- Electricity connection charges (East Stafford and Stone)
- Green Infrastructure including SANGs provision (all SDLs) and flood alleviation (North Stafford SDL)
- Western Access Road (Phase 3) (Western Stafford)

8.3.3 The Council will work alongside landowner / developers, and the relevant infrastructure providers and statutory agencies to understanding how these potential risks to viability can be minimised, as it is currently doing with the assistance of the Advisory Team for Large Applications Service (ATLAS) in relation to the Western SDL. Should the on-going monitoring of the Plan indicate that any of these present an insurmountable obstacle to delivery of the Plan as a whole the Council will need to review the Plan.

Table 8.4 Estimated Capital Costs of Infrastructure

Infrastructure	Total Capital Cost 2011-2031	Capital Cost 2011-2016	Committed Funding	Notes
Transport				
Highway, pedestrian and cycling	£35m	£8.3m	£5m	No costs available for schemes outside Stafford Town. All figures exclude signed s278 agreements.
Public Transport	TBC	TBC	TBC	Developer contributions likely to be sought from developers of SDL.
Electricity				
Infrastructure	Unknown	Unknown	Unknown	It is anticipated that all off-site infrastructure will be funded by National Grid.
Grid connections	£22.35m	Unknown	NIL	Will need to be funded by landowners / developers of SDLs in Stafford and Stone as a development cost.
Gas	£4m	Unknown	NIL	Estimates exclude design and easement fees. Would be triggered by developer request. Costs would fall on developer.
Water Supply	£4.6m	£4.6m	Unknown	Costs subject to ongoing feasibility work. Development site infrastructure funded by landowners / developers; off-site infrastructure funded by Severn Trent Water.
Waste Water Treatment	£0.9m	£0.9m	TBC	Severn Trent Water will provide funding for all strategic infrastructure. Full costs yet to be determined.
Flood Defences	TBC	0.95m	0.95m	Committed schemes only.
Green Infrastructure	Unknown	Unknown	Unknown	Includes open space; SANGs and flood alleviation. Anticipated that all will be delivered through developers through embedded infrastructure; commuted sum payments (e.g. for off-site SANGs) and planning obligations.

Education	£25m (primary) £19m (secondary)	TBC	NIL	Costs include provision of 3 new primary schools on Stafford SDLs and extensions to existing secondary schools in Stafford, Exclude costs of new secondary school in Stafford or provision or extensions to existing schools in Stone.
Primary Healthcare	£13m	£5m	NIL	Costs comprise relocation / extension to two surgeries in Stafford Town.
Telecommunications	N/A	N/A	ALL	BT Open reach have rolled out Next Generation Broadband to Stafford Exchange; but no timetable for roll out to Stone, and other rural exchanges. Cost will be met by BT Open Reach. No additional cost to developers.
Total	£122.5m+	£19.55+	£6m	

Appendix A: Transport Infrastructure Schedule

POLICY	AREA	ITEM	DESCRIPTION	STATUS	FUNDING	COST	LEAD	PARTNERS	DELIVERY NOTES	TIMEFRAME	5YR	10YR	15YR
Core Policy 4	North of Stafford	Enhance existing junctions, signal improvements and carriageway alterations along A34 and A315	Junction A34/A513 - Signalised roundabout	Committed	Developer Contributions; Redhill and Parkside	£2.5 million	SCC	SBC	Signalisation of roundabout		Y		
			A513 Beaconside: A34 to access to Parkside and Tollgate Drive - Urban Boulevard and signalised junctions at Beaconside/ Parkside East & Beaconside / Parkside West & Beaconside / Common Rd	Committed	Developer Contributions; Redhill, Beaconside and Parkside	£2.5m	SCC	SBC	Boulevard incl dualling		y		
			A513 Beaconside: Tollgate Dr to Sandon Road West - upgrade	No scheme currently proposed - subject to further investigation	Developer Contributions - NE development	£1.6 million	SCC	SBC	Boulevard incl dualling to provide additional link capacity			Y	
			A513 Beaconside: Sandon Rd West to A518 Traffic Management Scheme - upgrade	No scheme currently proposed - subject to further investigation	LTP Funding/CIL		SCC	SBC	Boulevard incl dualling to provide additional link capacity. Beacon Technology Park provides some improvement but not all.			Y	
			A513/Tollgate Drive Junction - Signalised junction	No scheme currently proposed - subject to further investigation	LTP funding/CIL	£250,000	SCC	SBC	Impacts from all development			Y	
			A513/B5066 East Junction - Signalised junction	No scheme currently proposed - subject to further investigation	Developer S278 agreement	£250,000	SCC	SBC	Required for new development off B5066			Y	
			A513/B5066 West Junction - Signalised junction	Proposed	Developer S278 agreement	£250,000	SCC	SBC	Combined impacts from developers and Beacon Technology Park			Y	
			A513/Access to Staffordshire Technology Park	Under Investigation	LTP/CIL	£50,000	SCC	SBC	Traffic Management Scheme: Demand management through travel planning		Y		
Core Policy 5	West of Stafford	Support delivery of the Western Access Route	Upgrade to Martin Drive to serve as development spine road	Planned	Developer Provision		Developer Consortium		Programmed to commence in 2014 subject to DfT approval		y		
			Martin Drive to Doxey Road	Planned	Developer Provision	£2million (excluding bridging of railway sidings)	Developer Consortium	SCC	All figures exclude cost of environmental mitigation and utility diversion works		Y		
			Upgrade to bridge over Railway Line	Planned	Developer S106/S278 agreement/LTP	4.65 million	SCC	SBC		Network Rail indicate bridge works window of opportunity in 2017			Y
			Doxley Road - Bridge to Pans Dr Junction	Planned	Developer / S106 / s278		SCC	SCC				Y	
			Pans Dr to A34 Foregate Str	Planned	LTP / CIL	£13 million	SCC	SBC				Y	
Core Policy 6	East of Stafford	Improve capacity along A518 Weston Road in the vicinity of the University roundabout and along the Tixall Road		Subject to further investigation	ITS funding/CIL		SCC	SBC		In parallel with development	Y		

POLICY	AREA	ITEM	DESCRIPTION	STATUS	FUNDING	COST	LEAD	PARTNERS	DELIVERY NOTES	TIMEFRAME	5YR	10YR	15YR	
Core Policy 6	East of Stafford	Support delivery of the Eastern Access Improvement Scheme and associated transport improvements from Weston Road to St Thomas' Lane	Access Road between Weston Road and St Thomas Lane	Planned	Developer s106/S278 agreement	£3.5 million	Developer	SCC	A short section of this could be delivered by new development between the Weston Road (A518) and St Thomas' Lane.	In parallel with development	Y			
			Baswich Walking and Cycling Link	Proposed	LTSF Bid submitted February 2012	£1.3m	SCC	SBC			Y			
			Baswich Lane Capacity Improvements	Proposed	ITS Funding/CIL	£4 million (TBC)	SCC	SBC	Baswich Road crossing floodplain areas, the River Sow and the canal				Y	
			New junction on Weston Road	Planned	S278 agreement with Beacon Technology Park	Committed								
			A513/A518 Junction Improvements	Proposed	Developer s278 (Beaconside Business Park)	Committed								
Stafford Town Centre LTP	Traffic Management Schemes	A34 Stone road incl A34 Bus Priority		Planned	LTP/Developer contributions (s106/CIL)	TBC	Stafford Borough Council		From April 2014, all developer contributions available to deliver this strategy could be collected by the Borough Council via a Community Infrastructure Levy(CIL). The level of CIL likely to be made available for transport will be influenced by the approved LDF Infrastructure Delivery Plan, informed by this strategy. Direct access to developments will still be funded by S278 and S106 agreements	Y	Y	Y		
			A518 Weston Road	Planned	LTP/Developer contributions (s106/CIL)	TBC	Stafford Borough Council							
			A513 Lichfield Road	Planned	LTP/Developer contributions (s106/CIL)	TBC	Stafford Borough Council							
			A449 Wolverhampton Rd Urban Route Strategy	Planned	LTP/Developer contributions (s106/CIL)	TBC	Stafford Borough Council							
			A518 Newport Road	Planned	LTP/Developer contributions (s106/CIL)	TBC	Stafford Borough Council							
			Review of traffic management and car parking following occupation of Tipping Street offices and progress on other developments	Planned	LTP/Developer contributions (s106/CIL)	TBC	Stafford Borough Council							
			Extension of Urban Traffic Control	Planned	LTP/Developer contributions (s106/CIL)	TBC	Stafford Borough Council							
			Traffic management and sustainable transport provision in Stone to accommodate future development	Planned	LTP/Developer contributions (s106/CIL)	TBC	Stafford Borough Council							
			Junction Improvement A518 Weston	Committed	Developer S278 agreement	TBC								

POLICY	AREA	ITEM	DESCRIPTION	STATUS	FUNDING	COST	LEAD	PARTNERS	DELIVERY NOTES	TIMEFRAME	5YR	10YR	15YR
		Road/Littleworth											
		Junction improvement A34 Queensway/Car park		Committed	Developer S278 agreement	TBC							
	Public Transport	Gaol Square bus interchange upgrade		Planned	LTP/Developer contributions (s106/CIL)	TBC	Stafford Borough Council						
		Enhanced Passenger Information at key bus interchanges		Planned	LTP/Developer contributions (s106/CIL)	TBC	Stafford Borough Council						
		Enhanced Bus Passenger Information along bus routes to the town centre		Planned	LTP/Developer contributions (s106/CIL)	TBC	Stafford Borough Council						
		Pedestrian and bus priority on the downgraded A518 through the town centre to complement the Western Access Route		Planned	LTP/Developer contributions (s106/CIL)	TBC	Stafford Borough Council						
	Cycle	Rising Brook to town centre cycle route and progress the completion of National Cycle Networks		Planned	LTP/Developer contributions (s106/CIL)	TBC	Stafford Borough Council						
		Completion of NCN55 to Shropshire and NCN5 Stafford to Barlaston and across Cannock Chase		Planned	LTP/Developer contributions (s106/CIL)	TBC	Stafford Borough Council						
	Rail	Stafford Area Rail Improvement Project including Norton Bridge railway junction improvement		Planned	Network Rail	TBC	SCC/SBC	Consultation with local authorities and residents			Y		
TOTAL						£35.85m +							

Appendix B: Utilities Infrastructure Schedules

ELECTRICITY							
AREA OF DEVELOPMENT	INFASTRUCTURE REQUIRED TO SUPPORT DEVELOPMENT	FUNDED BY	ESTIMATED COST (where available) to provide the connections.	LEAD ORGANISATION (for infrastructure delivery)	PARTNERS	CURRENT STATUS (of infrastructure delivery, e.g. inclusion in current AMP)	TIMEFRAME (when infrastructure is required or delivery is planned and timescales involved)
North of Stafford	Replacement of Grid Transformer 1 at Stafford Primary Substation.	WPD as part of our DR5 works.	£9,000,000.00 for the connection work only, no contribution required for the infrastructure work.	WPD.	None.	In Planning	2012
West of Stafford inc Ladfordfields	Replacement of Grid Transformer 1 at Stafford Primary Substation.	WPD as part of our DR5 works.	£5,000,000.00 for the connection work only, no contribution required for the infrastructure work.	WPD.	None.	In Planning	2012
East of Stafford	None, capacity is currently available at Stafford South Primary Substation.	N/A	£4,000,000.00 for connection work, no infrastructure work required.	N/A	N/A	N/A	N/A
West and South of Stone	No infrastructure work would be required for the proposed domestic connections, we currently have approximately 2.8MVA available for commercial development before reinforcement work would be required.	N/A	£4,000,000.00 for connection work, no infrastructure work required.	N/A	N/A	N/A	N/A
Stone	No infrastructure work would be required for the proposed domestic connections, we currently have approximately 2.8MVA available for commercial development before reinforcement work would be required.	N/A	Included in figure above.	N/A	N/A	N/A	N/A
Raleigh Hall	We currently have approximately 0.7MVA available for commercial development before reinforcement work would be required.	N/A	£350,000.00 for connection work, no infrastructure work required.	N/A	N/A	N/A	N/A

GAS							
AREA	INFASTRUCTURE REQUIRED TO SUPPORT DEVELOPMENT	FUNDED BY	ESTIMATED COST (where available)	LEAD ORGANISATION (for infrastructure delivery)	PARTNERS	CURRENT STATUS (of infrastructure delivery, e.g. inclusion in current AMP)	TIMEFRAME (when infrastructure is required or delivery is planned and timescales involved)
North of Stafford	Reinforcement of gas infrastructure and connections to employment land north of Primepoint 14 (west of A34)	Developer	£350,000	Gas Transporter	Developer, National Grid	Would be developed on request from developer	
West of Stafford	No Reinforcement Required	n/a	n/a	n/a	n/a	n/a	n/a
East of Stafford	Reinforcement identified for employment sites	Unable to comment as will be determined at Quotation Stage	£150k - £200k (not including bespoke cost of Design Study and any associated easement fees)	Gas Transporter	Developer, National Grid	Would be developed on request from developer	Up to 12mths for Design. 12mths+ for Delivery. (Dependant on availability of Operational resource, would be planned to complete within financial year of issue. Obviously the further towards to the start of the financial year, the risk is reduced of project carrying over to following financial year.)
West and South of Stone	No Reinforcement Required	n/a	n/a	n/a	n/a	n/a	n/a
Rural Areas	Additional gas supply infrastructure work to medium pressure system required at Eccleshall, Great Haywood, Little Haywood, Yarnfield and Woodseaves	Developer	requires a design study	Gas Transporter	Developer, National Grid	Would be developed on request from developer	
Raleigh Hall	Reinforcement identified for employment sites. Potential connection to High Pressure mains.	Unable to comment as will be determined at Quotation Stage	MP = £400-500k (not including bespoke cost of Design Study and any associated easement fees). HP= £1m-£1.5m (not including bespoke cost of Design Study and any associated easement fees).	Gas Transporter	Developer, National Grid	Would be developed on request from developer	MP = Up to 12mths for Design. 12mths+ for Delivery. (Dependant on availability of Operational resource, would be planned to complete within financial year of issue. Obviously the further towards to the start of the financial year, the risk is reduced of project carrying over to following financial year.) HP = 3yrs to Completion

GAS							
AREA	INFASTRUCTURE REQUIRED TO SUPPORT DEVELOPMENT	FUNDED BY	ESTIMATED COST (where available)	LEAD ORGANISATION (for infrastructure delivery)	PARTNERS	CURRENT STATUS (of infrastructure delivery, e.g. inclusion in current AMP)	TIMEFRAME (when infrastructure is required or delivery is planned and timescales involved)
Ladfordfields	High Pressure connection required	Unable to comment as will be determined at Quotation Stage	£1m-£1.5m (not including bespoke cost of Design Study and any associated easement fees).	Gas Transporter	Developer, National Grid	Would be developed on request from developer	3yrs to Completion
Total			£4,050,000				

WATER SUPPLY							
AREA OF DEVELOPMENT	INFASTRUCTURE REQUIRED TO SUPPORT DEVELOPMENT	FUNDED BY	ESTIMATED COST (where available)	LEAD ORGANISATION (for infrastructure delivery)	PARTNERS	CURRENT STATUS (of infrastructure delivery, e.g. inclusion in current AMP)	TIMEFRAME (when infrastructure is required or delivery is planned and timescales involved)
Summary for overall Developments							
North of Stafford	None	Developer to fund the actual on-site water mains required.	None. TBC with hydraulic modelling as part of the feasibility study currently being carried out.		Severn Trent Water Supply Chain/Stafford Borough Council/Developers	STW currently undertaking feasibility study, which will include modelling. This assumes that there is sufficient water resources available to supply the service reservoirs in the Stafford Network. This is being investigated as part of the feasibility study.	
West of Stafford	Reinforcement of water supply (refer to West of Stafford & Stafford West below for more detail).	Severn Trent. Developer to fund the actual on-site water mains required.	£2.38m TBC with hydraulic modelling as part of the feasibility study currently being carried out.	Severn Trent Water	Severn Trent Water Supply Chain/Stafford Borough Council/Developers	STW currently undertaking feasibility study, which will include modelling. This assumes that there is sufficient water resources available to supply the service reservoirs in the Stafford Network. This is being investigated as part of the feasibility study.	Programme Assumes delivery in AMP5 (2011-2015). However following the feasibility study that is currently ongoing the programme may change.
East of Stafford	Reinforcement of water supply (refer to East of Stafford & Stafford East below for more detail).	Severn Trent. Developer to fund the actual on-site water mains required.	£1.7m TBC with hydraulic modelling as part of the feasibility study currently being carried out.	Severn Trent Water	Severn Trent Water Supply Chain/Stafford Borough Council/Developers	STW currently undertaking feasibility study, which will include modelling. This assumes that there is sufficient water resources available to supply the service reservoirs in the Stafford Network. This is being investigated as part of the feasibility study.	Programme Assumes delivery in AMP5 (2011-2015). However following the feasibility study that is currently ongoing the programme may change.
Stone	Reinforcement of water supply (refer to Stone (SN4) & Stone (SN-b) below for more details).	Severn Trent. Developer to fund the actual on-site water mains required.	£0.22m TBC with hydraulic modelling as part of the feasibility study currently being carried out.	Severn Trent Water	Severn Trent Water Supply Chain/Stafford Borough Council/Developers	STW currently undertaking feasibility study, which will include modelling. This assumes that there is sufficient water resources available to supply the service reservoirs in the Stafford Network. This is being investigated as part of the feasibility study.	Programme Assumes delivery in AMP5 (2011-2015). However following the feasibility study that is currently ongoing the programme may change.
Raleigh Hall	Small Reinforcement of the water supply (refer to Radleigh Hall below for more details).	Severn Trent. Developer to fund the actual on-site water mains required.	£0.14m TBC with hydraulic modelling as part of the feasibility study currently being carried out.	Severn Trent Water	Severn Trent Water Supply Chain/Stafford Borough Council/Developers	STW currently undertaking feasibility study, which will include modelling. This assumes that there is sufficient water resources available to supply the service reservoirs in the Stafford Network. This is being investigated as part of the feasibility study.	Programme Assumes delivery in AMP5 (2011-2015). However following the feasibility study that is currently ongoing the programme may change.
Ladfordfield	Small Reinforcement of the water supply (refer to Ladfordfield below for more details). Note. STW have a 450mm Trunk Main (strategic bulk supply main from Hob Hill to Peasley Bank).	Severn Trent. Developer to fund the actual on-site water mains required.	£0.16m TBC with hydraulic modelling as part of the feasibility study currently being carried out.	Severn Trent Water	Severn Trent Water Supply Chain/Stafford Borough Council/Developers	STW currently undertaking feasibility study, which will include modelling. This assumes that there is sufficient water resources available to supply the service reservoirs in the Stafford Network. This is being investigated as part of the feasibility study.	Programme Assumes delivery in AMP5 (2011-2015). However following the feasibility study that is currently ongoing the programme may change.

WATER SUPPLY							
AREA OF DEVELOPMENT	INFRASTRUCTURE REQUIRED TO SUPPORT DEVELOPMENT	FUNDED BY	ESTIMATED COST (where available)	LEAD ORGANISATION (for infrastructure delivery)	PARTNERS	CURRENT STATUS (of infrastructure delivery, e.g. inclusion in current AMP)	TIMEFRAME (when infrastructure is required or delivery is planned and timescales involved)
						of the feasibility study.	
Rural Areas	The Plan indicates a further 1000 property developments throughout the rest of Staffordshire. Currently there are no details on numbers against locations available. Generally the existing network should be able to accommodate small number developments in the areas. These developments will need to be assessed on an individual basis when details are known.					STW currently undertaking feasibility study, which will include modelling. This will include the demands for the developments that already have planning and the extra 1000 properties in the plan assigned to area (we will make assumptions on the numbers and locations for the modelling at this stage. This assumes that there is sufficient water resources available to supply the service reservoirs in the Stafford Network. This is being investigated as part of the feasibility study.	
Total			£4.6m				
Breakdown on Individual Site Basis							
Beaconside	Part of North of Stafford Development above; This development is within Stafford East Control Group, DMA 15818. The is sufficiently sized water mains from the Service Reservoir to the development, so this is not expected to be problematic. Connection to the site will be required but this will be covered by the developers onsite mains.	Severn Trent. Developer to fund the actual on-site water mains required.	None. TBC with hydraulic modelling as part of the feasibility study currently being carried out.	Severn Trent Water	Severn Trent Water Supply Chain/Stafford Borough Council/Developers	STW currently undertaking feasibility study, which will include modelling. This assumes that there is sufficient water resources available to supply the service reservoirs in the Stafford Network. This is being investigated as part of the feasibility study.	
North Stafford	Part of North of Stafford Development above; This development is within Stafford East Control Group, DMA 15818. The is sufficiently sized water mains from the Service Reservoir to the development, so this is not expected to be problematic. Connection to the site will be required but this will be covered by the developers onsite mains. Note: A new main to connect this development to the Beaconside offtake off the local trunk main may be required (potentially 1km)	Severn Trent. Developer to fund the actual on-site water mains required.	None. TBC with hydraulic modelling as part of the feasibility study currently being carried out. If we need to connect North of Stafford to Beaconside (so only 1 off-take off the local trunkmain) the estimated cost for the 1km would be £0.4m.	Severn Trent Water	Severn Trent Water Supply Chain/Stafford Borough Council/Developers	STW currently undertaking feasibility study, which will include modelling. This assumes that there is sufficient water resources available to supply the service reservoirs in the Stafford Network. This is being investigated as part of the feasibility study.	
East Stafford	Part of East of Stafford Development detailed above: This development is currently within Stafford East, DMA 15826. Reinforcement of the water supply required (potentially dual the section of 300mm diameter main from the 400/500mm main in Beaconside to the development and connect into 12" main from Satnall DSR.	Severn Trent. Developer to fund the actual on-site water mains required.	£1.7m TBC with hydraulic modelling as part of the feasibility study currently being carried out.	Severn Trent Water	Severn Trent Water Supply Chain/Stafford Borough Council/Developers	STW currently undertaking feasibility study, which will include modelling. This assumes that there is sufficient water resources available to supply the service reservoirs in the Stafford Network. This is being investigated as part of the feasibility study.	Programme Assumes delivery in AMP5 (2011-2015). However following the feasibility study that is currently ongoing the programme may change.
West Stafford	Part of West of Stafford Development above; This development is currently within Stafford West Control group and is located between DMA 15815 & DMA 15817. Reinforcement of the water supply is required. Potentially a new	Severn Trent. Developer to fund the actual on-site water mains required.	£2.2m TBC with hydraulic modelling as part of the feasibility study currently being carried out.	Severn Trent Water	Severn Trent Water Supply Chain/Stafford Borough Council/Developers	STW currently undertaking feasibility study, which will include modelling. This assumes that there is sufficient water resources available to supply the service reservoirs in the Stafford Network. This is being investigated as part	Programme Assumes delivery in AMP5 (2011-2015). However following the feasibility study that is currently ongoing the programme may change.

WATER SUPPLY							
AREA OF DEVELOPMENT	INFRASTRUCTURE REQUIRED TO SUPPORT DEVELOPMENT	FUNDED BY	ESTIMATED COST (where available)	LEAD ORGANISATION (for infrastructure delivery)	PARTNERS	CURRENT STATUS (of infrastructure delivery, e.g. inclusion in current AMP)	TIMEFRAME (when infrastructure is required or delivery is planned and timescales involved)
	main from the local trunk main near Beaconside/A34 junction to the new developments to allow it to be supplied from Stafford East Control Group, or a new main from the outlet main from Butterhill DSR.					of the feasibility study.	
Stone (SN4)	Part of the West of Stone Development. This is within Hanchurch Control Group DMA 15834. Reinforcement of the water supply required. (Potentially a new main from the 250mm main in the A34 to the new development (Potentially 700m).	Severn Trent. Developer to fund the actual on-site water mains required.	£0.22m TBC with hydraulic modelling as part of the feasibility study currently being carried out.	Severn Trent Water	Severn Trent Water Supply Chain/Stafford Borough Council/Developers	STW currently undertaking feasibility study, which will include modelling. This assumes that there is sufficient water resources available to supply the service reservoirs in the Stafford Network. This is being investigated as part of the feasibility study.	Programme Assumes delivery in AMP5 (2011-2015). However following the feasibility study that is currently ongoing the programme may change.
Stafford North	Part of North of Stafford Development above; This development is within Stafford East Control Group, DMA 15818. The is sufficiently sized water mains from the Service Reservoir to the development, so this is not expected to be problematic. Connection to the site will be required but this will be covered by the developers onsite mains (include A34 crossing).	Severn Trent. Developer to fund the actual on-site water mains required.	None	Severn Trent Water	Severn Trent Water Supply Chain/Stafford Borough Council/Developers	STW currently undertaking feasibility study, which will include modelling. This assumes that there is sufficient water resources available to supply the service reservoirs in the Stafford Network. This is being investigated as part of the feasibility study.	
Stafford East	Part of East of Stafford Development detailed above: This development is currently within Stafford East, DMA 15826. Reinforcement of the water supply required. Connect to the new main installed for East Stafford.	Severn Trent. Developer to fund the actual on-site water mains required.	Included in Estimate for East Stafford. TBC with hydraulic modelling as part of the feasibility study currently being carried out.	Severn Trent Water	Severn Trent Water Supply Chain/Stafford Borough Council/Developers	STW currently undertaking feasibility study, which will include modelling. This assumes that there is sufficient water resources available to supply the service reservoirs in the Stafford Network. This is being investigated as part of the feasibility study.	Programme Assumes delivery in AMP5 (2011-2015). However following the feasibility study that is currently ongoing the programme may change.
Stafford West	Part of West of Stafford Development above; This development is currently within Stafford West Control group and is located in DMA 15815. Reinforcement of the water supply is required. Connect to the new main installed from the local trunk main near Beaconside/A34 to the new West of Stafford development or connect the new main installed from the Butterhill outlet main to the West of Stafford Development. Approx 650m from Beaconside/A34 to the West Stafford Development reinforcement main to the Comercial Developments.	Severn Trent. Developer to fund the actual on-site water mains required.	£0.18m TBC with hydraulic modelling as part of the feasibility study currently being carried out.	Severn Trent Water	Severn Trent Water Supply Chain/Stafford Borough Council/Developers	STW currently undertaking feasibility study, which will include modelling. This assumes that there is sufficient water resources available to supply the service reservoirs in the Stafford Network. This is being investigated as part of the feasibility study.	Programme Assumes delivery in AMP5 (2011-2015). However following the feasibility study that is currently ongoing the programme may change.
Stone	Part of the West of Stone Development. This is within Hanchurch Control Group DMA 15841. No Reinforcement of the water supply is required. The connection from the 450mm min in the A34 will be incorporated within the onsite mainlaying works.	Severn Trent. Developer to fund the actual on-site water mains required.	None TBC with hydraulic modelling as part of the feasibility study currently being carried out.	Severn Trent Water	Severn Trent Water Supply Chain/Stafford Borough Council/Developers	STW currently undertaking feasibility study, which will include modelling. This assumes that there is sufficient water resources available to supply the service reservoirs in the Stafford Network. This is being investigated as part of the feasibility study.	

WATER SUPPLY							
AREA OF DEVELOPMENT	INFRASTRUCTURE REQUIRED TO SUPPORT DEVELOPMENT	FUNDED BY	ESTIMATED COST (where available)	LEAD ORGANISATION (for infrastructure delivery)	PARTNERS	CURRENT STATUS (of infrastructure delivery, e.g. inclusion in current AMP)	TIMEFRAME (when infrastructure is required or delivery is planned and timescales involved)
Raleigh Hall	This development is located with the Hanchurch Control Group, DMA 15840. Reinforcement to the water supply is required. The development will require a new main to be installed to connect it to the existing 180mm PE main (approx 400m) .	Severn Trent. Developer to fund the actual on-site water mains required.	£0.14m TBC with hydraulic modelling as part of the feasibility study currently being carried out.	Severn Trent Water	Severn Trent Water Supply Chain/Stafford Borough Council/Developers	STW currently undertaking feasibility study, which will include modelling. This assumes that there is sufficient water resources available to supply the service reservoirs in the Stafford Network. This is being investigated as part of the feasibility study.	Programme Assumes delivery in AMP5 (2011-2015). However following the feasibility study that is currently ongoing the programme may change.
Ladfordfields	This development is located within the Hanchurch Control Group, DMA 15821. Reinforcement to the water supply is required. The development may need to be connected to the existing 180mmPE main in the B5405 (approx 495m). Modelling may confirm that the the supply can be taken off the main within the existing Ladfordfields Estate.	Severn Trent. Developer to fund the actual on-site water mains required.	£0.16m TBC with hydraulic modelling as part of the feasibility study currently being carried out.	Severn Trent Water	Severn Trent Water Supply Chain/Stafford Borough Council/Developers	STW currently undertaking feasibility study, which will include modelling. This assumes that there is sufficient water resources available to supply the service reservoirs in the Stafford Network. This is being investigated as part of the feasibility study.	Programme Assumes delivery in AMP5 (2011-2015). However following the feasibility study that is currently ongoing the programme may change.
Note on Ladfordfields Site	The existing trunk main that supplies water from Hob Hill WTW to Peasley Bank Service Reservoir (strategic trunk main that does not supply into distribution runs through the proposed land earmarked for development. This will limit how it can be developed or it will require diverting for the development. This has not been included within this study.						

NOTE 1: THIS ASSUMES THAT THERE IS SUFFICIENT WATER RESOURCES AVAILABLE (SOURCE WATER THAT SUPPLIES THE SERVICE REservice IN THE STAFFORD NETWORK). THIS IS BEING INVESTIGATED AS PART OF THE FEASIBILITY STUDY.

NOTE 2: ALL THE INFORMATION BELOW IS BASED ON A DESKTOP STUDY (HAS NOT BEEN MODELLED) AND WILL NEED TO BE CONFIRMED AS PART OF THE FEASIBILITY STUDY THAT IS CURRENTLY BEING UNDERTAKEN. HYDRAULIC MODELLING

WASTE WATER							
AREA OF DEVELOPMENT	INFRASTRUCTURE REQUIRED TO SUPPORT DEVELOPMENT	FUNDED BY	ESTIMATED COST (where available)	LEAD ORGANISATION (for infrastructure delivery)	PARTNERS	CURRENT STATUS (of infrastructure delivery, e.g. inclusion in current AMP)	TIMEFRAME (when infrastructure is required or delivery is planned and timescales involved)
Stone	Capacity improvements likely to be required to accommodate development to the west of Stone (SN-B)	Severn Trent Water	TBC based on hydraulic modelling	Severn Trent Water	Stafford Borough Council, Developers	ST to undertake modelling investigations	TBC based on hydraulic modelling
Stafford North	Capacity improvements will be required to accommodate additional housing at Beaconside and North Stafford.	Severn Trent Water	Minimum £300,000	Severn Trent Water	Stafford Borough Council, Developers	Not in current AMP. Timeframe for delivery will be dependent upon timeframe for development. Further hydraulic modelling work will be undertaken to quantify based on new housing figures.	Lead in time of around two to three years potentially required for infrastructure improvement work
Stafford East	Capacity improvements likely to be required to accommodate housing development to the east of Stafford (SF-4).	Severn Trent Water	TBC based on hydraulic modelling	Severn Trent Water	Stafford Borough Council, Developers	ST to undertake modelling investigations	TBC based on hydraulic modelling
Stafford West	Capacity improvements likely to be required to accommodate development to the west of Stafford	Severn Trent Water	Minimum £575,000	Severn Trent Water	Stafford Borough Council, Developers	ST to undertake modelling investigations	Lead in time of around two to three years potentially required for infrastructure improvement work
Rural	The site at Raleigh Hall drains to a private sewage pumping station. Severn Trent Water does not hold information on the performance or capacity of this system. In future, the SPS may transfer into Severn Trent ownership as part of the Private Drains and Sewer transfer, but at present it is privately owned. The Ladfordfields site is not anticipated to require capacity improvements.	Severn Trent Water	N/A	Severn Trent Water	Stafford Borough Council, Developers	ST to undertake modelling investigations regarding the Ladfordfields site.	TBC based on hydraulic modelling
Total			£875,000 +				

Appendix C: Social and Community Infrastructure Schedules

AREA	ITEM	Status	Rationale / Justification	FUNDING	COST (excluding land)	LEAD	PARTNERS	DELIVERY NOTES	TIMEFRAME	5YR	10YR	15YR
HEALTH												
North Stafford	Health and Well-being Centre - Browning Street Practice to relocate to Co-operative Street / Stone Road Health Village	Planned	To provide range of services as part of new community hub and provide for needs associated with planned development	Developer Contributions and public funding	To early to cost	PCT / SCC	GPs	Board Paper approved by SCC and members. PCT yet to approve.	New health facility will have capacity to meet demands for the next 10 years	Y		
East Stafford	New GP Surgery	Under investigation	To help meet needs associated with new development to East of Stafford	Developer Contributions and public funding	Unknown	PCT / SCC	GPs	Early planning stages.	Timeframe unknown	?	?	?
Stone	Potential for GPs to partner up to provide new surgery	Under investigation		Developer Contributions and public funding	£5m capital build cost (in comparison to similar scheme in Cannock)	SCC / SBC	PCT / GPs	Early planning stages.	Timeframe unknown	TBC		
EDUCATION												
Boroughwide	Modest alterations to increase capacity of primary schools eg new classrooms	Planned	To meet basic needs in response to high birth rates and new developments	Basic Needs / Capital Allocations & including Developer Contributions	Unknown	SCC	Primary schools	To respond to birth rates, and spatial development strategy	Timeframe unknown	Y	Y	y
Stafford	Tillington Manor Primary School - proposed to be remodelled	Planned	PFI application to Government	Government - central procurement	£1.6m to £1.7m	SCC	Government - to apply standard rebuild model	Expect response from Government in December 2011	Short term development. 25% chance.	Y		
Stafford	Potential requirement for a new secondary school to respond to demand arising from SDLs	Under investigation	To meet needs from new developments at East of Stafford, West of Stafford and North of Stafford	DfE Capital Programme and Developer Contributions	Unknown	SCC	Unknown	Will need to be taken into account in the Strategic Frameworks for the SDLs - as land for school may need to be provided by developers if required to meet demand arising from SDLs.	In line with development; without in depth analysis of phasing of housing and places required cannot estimate timeframes at this point		TBC	TBC
North Stafford SDL	3-4 FE Primary School	Under investigation	Needs from new development at North of Stafford	DfE Capital Programme and Developer Contributions	£13m	SCC - deliver under Regulation 4	SCC and developers	SCC request site (2ha) to be allocated in Masterplan. Site to compulsory purchase	Year 6+	Y	Y	
	Extension to existing secondary school(s)	Under investigation	Needs arising from North of Stafford SDL	DfE Capital Programme and Developer Contributions.	£10m	SCC	School Governing Bodies / Academy Trust	Subject to land acquisition	Year 6+		Y	Y
East Stafford SDL	0.5-1FE Primary School	Under investigation	Needs from new development at East of Stafford SDL	DfE Capital Programme and Developer Contributions.	£4m	SCC - deliver under Regulation 4	SCC and developers	SCC request site (1.1ha) to be allocated in Masterplan. Site to compulsory purchase	Year 6+		Y	
	Extension to existing secondary school(s)	Under investigation	Needs from new development at East of Stafford SDL	DfE Capital Programme and Developer Contributions.	£2m	SCC	School Governing Bodies / Academy Trust	Subject to land acquisition	Year 6+		TBC	TBC
West Stafford SDL	2 or 3 FE primary school	Under investigation	Needs from new development at West of Stafford	DfE Capital Programme and Developer Contributions.	£8m	SCC - deliver under Regulation 4	SCC and developers	SCC request site (2.4ha) to be allocated in Masterplan. Site to compulsory purchase	Year 6+	TBC	Y	
	Extension to existing secondary school(s)	Under investigation	Needs from new development at East of Stafford SDL	DfE Capital Programme and Developer Contributions.	£7m	SCC	School Governing Bodies / Academy Trust	Subject to land acquisition	Year 6+	TBC	Y	Y
Gnosall	St Lawrence Primary School - proposed to be remodelled	Planned	PFI application to Government	Government - central procurement	£1.6m to £1.7m	SCC	Government - to apply standard rebuild model	Expect response from Government in December 2012	Short term development. 25% chance.	Y		
Eccleshall	Bishop Lonsdale Primary School, Eccleshall - consolidation onto single site	Planned	To serve all existing and known future development demands in the area	SCC	Circ gross £1.1 million	SCC	Lichfield Dioceses	Start on site 2012, finish on site 2013	Short term development	Y		

AREA	ITEM	Status	Rationale / Justification	FUNDING	COST (excluding land)	LEAD	PARTNERS	DELIVERY NOTES	TIMEFRAME	5YR	10YR	15YR
GREEN INFRASTRUCTURE												
Boroughwide	Provision of green infrastructure network across Borough	N/A	Core Strategy key objective		Unknown			On-going requirement	On-going	Y	Y	Y
Stafford	Greenspace provision in the form of SANGs	Under Investigation	To mitigate against adverse impact on Cannock Chase SAC	Developer contributions or direct provision	Unknown	SBC	Natural England, developers	Standards of provision to be confirmed.	In parallel with new development	Y	Y	Y
Stafford	Marstongate Major Flood attenuation measures	Under Investigation	To alleviate existing to flood risk to Stafford Town	EA	Development cost	EA	SCC, SBC, developers	Would form part of extension to Stafford Common and would benefit from integration with Northern SDL masterplanning and SANGS provision	On-going	?	?	?
Stafford	Sandyford Brook	Committed	Reservoir repairs	EA	£250k	EA	SCC, SBC, developers	Part of Recondition programme	2012/13	Y		
Stafford	Rising Brook	Committed	Channel repairs	EA	£50k	EA	SCC, SBC, developers	Part of Recondition programme	2013/14	Y		
Stafford	River Sow	Committed	Victoria Park H&S work	EA	£300k	EA	SCC, SBC, developers	Part of Recondition programme	2012 - 14	Y		
Stafford	Doxley and Tillington Marshes	Committed	Water Level Management Plan	EA	248k	EA			2011 - 2016	Y		
Stone	Scotch Brook	Committed	Culvery de-silts	EA	£100k	EA	SCC, SBC, developers	Part of Recondition programme	Short term development	Y		
OPEN SPACE, SPORT & LEISURE												
Boroughwide	Open Space improvements	Under investigation	SCC currently reviewing over 80 sites - future strategy to create "destination parks" (PPG17 Study, 2009) rather than traditional smaller pocket parks	SCC, S106	Unknown	SCC	Developers	Sites need to be identified - early stages of planning	Up to 2026	Y	Y	Y
Boroughwide	Indoor sports facilities - modernise stock	Under investigation	Need to modernise existing provision	SCC, S106	£6 - 7m (across SBC)	SCC	Sports clubs	Sites need to be identified - early stages of planning	Up to 2026	Y	Y	Y
Boroughwide	Outdoor and paly facilities for youths	Under investigation	Need to modernise existing provision	SCC, S106	£0.5m per site	SCC	Developers	Sites need to be identified - early stages of planning	Up to 2026	Y	Y	Y
Boroughwide	Other specialist sports centres - for football, rugby, cricket, netball, hockey	Under investigation	Aspiration from SCC - to respond when opportunity presents itself	Unknown	Unknown	SCC	Specialist sports organisations	At very early planning stages	On going	Y	Y	Y
Stafford	Victoria Park - general park improvements	Planned	To continue redevelopment of central public facility - currently in state requiring repair and enhancement (modernisation)	including Heritage Lottery Fund	£3.5m	SCC	Heritage Lottery Fund	At early feasibility stages	Short term development - start by 2015	Y		
Stafford	Rowley Park / Highfields Sports Stadium - new facilities, 3G pitches, flood lighting - to maximise utilisation	Planned	Need for improved football facilities - creation of football development centre	including S106, asset sales, football foundation (2/3 - bid for £300k)	£800k	SCC	Football Foundation	Cabinet approval, has planning permission	Feedback on £300k bid in December 2011	Y		
Stafford	Rowley Park / Highfields Sports Stadium - new changing room complex	Under investigation	Need for improved changing facilities in line with other development on-site	Funding unknown	£1.25m	SCC		Aspirational development - at early planning stages	Short term development - start by 2014	Y		
Stafford	River Way Sports Village - further redevelopment	Under investigation	To be focus for new development and new sports facilities eg Rugby	SCC, S106	Unknown	SCC		At very early planning stages	Timeframe unknown	?	?	?
Stafford	Wildwood Park - minor refurbishment, but also aspiration to create "destination park"	Planned	County Park established - requires redevelopment	SCC, S106 - from adjacent housing development	Unknown	SCC			Short term development	Y		
Stafford Strategic Development Locations	Open space and facilities in Strategic Sites	Under investigation	Help to establish a network of "destination parks" (for all uses and ages), not pocket parks	Unknown	Unknown	SCC	Developers	At early planning stages - dependant on new population etc	Unknown timeframe	?	?	?
West Stafford SDL	Destination Park	Under investigation	Potential location for new desitnation park	Unknown	Unknown	SCC	Developers		In parallel with development	?	?	?
Stafford and Stone	Development of Football Centre	Under investigation	Aspiration from SCC, and to meet local demand - consolidate existing provision	including Football Association	Unknown	SCC	Football Association	At early planning stages	Timeframe unknown	?	?	?
Stone	Westbridge Park	Under investigation	Redevelopment required. Sports Hall already successfully converted	Unknown	Unknown	SCC	Potential assistance from	At very early planning stage. Requires financcial	Timeframe unknown	?	?	?

AREA	ITEM	Status	Rationale / Justification	FUNDING	COST (excluding land)	LEAD	PARTNERS	DELIVERY NOTES	TIMEFRAME	5YR	10YR	15YR
			into Fitness Centre.				Supermarket	assistance from supermarket to be developed				
EMERGENCY SERVICES												
Stone	Fire Station	Planned	Rebuild on existing site	Unknown	£2.5 - £3.5 million	Staffordshire Fire & Rescue		Not driven primarily by planned levels of development.		?	?	?
WASTE MANAGEMENT												
Boroughwide	Household Waste Recycling Centres	Under investigation	To allow resident to deposit excess or bulky household waste not covered by the kerbside collection service	County Council Capital Programme, CIL	Unknown	SCCI Waste Disposal Authority		Ongoing maintenance of assets	On-going	Y	Y	Y
Boroughwide	Waste Transfer Station	Under investigation	No business case at present	Unknown	Unknown	SCCI Waste Disposal Authority		None currently planned	Timeframe unknown	?	?	?
Boroughwide	Energy-from Waste facility at Stoke	Under investigation		Unknown	Unknown	SCCI Waste Disposal Authority		Contract renewal for 2020	Timeframe unknown	?	?	?
Boroughwide	Waste Facility at Four Ashes	Under investigation		Unknown	Unknown	SCCI Waste Disposal Authority		Contract renewal for 2030	Timeframe unknown	?	?	?

Appendix D: Infrastructure Providers Consulted

Staffordshire County Council

- Transport Strategy
- Strategic Planning
- Social Care & Health
- Waste Policy
- Waste Management

Staffordshire Fire & Rescue Service

Staffordshire Police

Stafford Borough Council

- Economic Regeneration
- Leisure
- Strategic Housing
- Biodiversity

South Staffordshire Primary Care Trust

Staffordshire Wildlife Trust

Environment Agency

Natural England

Western Power

National Grid

Severn Trent Water