

# Lichfield District Council Infrastructure Delivery Plan

June 2021



*Lichfield*  
district council

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## 2. Introduction

- 1.1 Infrastructure Planning is an essential element in ensuring that the Local Plan for Lichfield District is robust and deliverable. The Development Plan for the District comprises the [Local Plan Strategy](#) adopted 2015 and the [Local Plan Allocations](#) adopted 2019 as well as a number of made Neighbourhood Plan across the District. The District Council is currently progressing its review of the Local Plan, known as the Local Plan 2040, with the Publication Version of the Local Plan 2040 due to published for consultation during Spring/Summer 2021. This Infrastructure Delivery Plan (IDP) seeks to identify what infrastructure is needed, where it is needed and when it is needed to deliver the strategic aims and policies within the Local Plan.
- 1.2 The term infrastructure is broadly used for planning purposes to define all of the requirements that are needed to make places function efficiently and effectively and in a way that creates sustainable communities. Infrastructure is commonly split into three main categories, defined as:
- Physical: the broad collection of systems and facilities that house and transport people and goods, and provide services e.g. transportation networks, housing, energy supplies, water, drainage and waste provision, ICT networks, public realm and historic legacy;
  - Green: the physical environment within and between our cities, towns and villages. A network of multi-functional open spaces, including formal parks, gardens, woodland, green corridors, waterways, street trees and open countryside; and
  - Social & Community: the range of activities, organisations and facilities supporting the formation, development and maintenance of social relationships in a community. It can include the provision of community facilities (education, healthcare, community centres, places of worship, sports and leisure facilities), local networks, community groups, small scale funding to assist local projects, skills development and volunteering.
- 1.3 In general, infrastructure requirements can also be divided into strategic and local:
- **Strategic infrastructure** refers to facilities or services serving a wide area that may relate to part of the District, the whole District or beyond - for example improvements to trunk roads, provision of additional or improved health and education infrastructure or investment in water, sewerage, gas and electricity networks. It may be needed where broader strategies are required to accommodate the cumulative impacts of growth, for example in a sub-region, rather than simply to accommodate the needs of the development proposals of a particular town or village.
  - **Local infrastructure** is about facilities or services that are essential in meeting day-to-day needs of the population - for example schools, affordable housing, community facilities and local green spaces or measures to mitigate the impact of development at the site or neighbourhood level.
- 1.4 Improvements to infrastructure will be fundamental to achieving our ambitions for shaping the District for the plan period to 2040. In addition they are considered necessary to deal with existing deficiencies and to cater for a growing and changing population. It is

recognised that any proposed growth within Lichfield District must be supported by improvements to physical, social and green/blue infrastructure, and where necessary, be delivered in advance of development. This infrastructure will include facilities needed for development to function and to ensure the integration and creation of sustainable communities.

- 1.5 It should be recognised that the delivery of the full range of infrastructure needs of existing and new communities is dependent on partnership working between a variety of public, private and voluntary sector agencies. Where new development creates a need for new or improved infrastructure, contributions (or planning obligations) from developers will be sought to make the development acceptable in planning terms. This is covered in Chapter 3: Funding and Delivery.
- 1.6 The adopted Local Plan (which consists of the Local Plan Strategy and Local Plan Allocations) sets out where development will be located until 2029. It is a 'spatial' plan, meaning that it will help to deliver a vision for the area which takes account of the District's needs, ambitions and challenges. In addition to the Local Plan are a number of ['made' Neighbourhood Plans](#), which are more locally specific and are produced by local communities. There are a number of neighbourhood plans which have been adopted (or 'made') and form part of the statutory development plan for their areas, further neighbourhood plans continue to be progressed by their communities. The adopted Local Plan remains the key strategic plan for the District until the Local Plan 2040 has been adopted.
- 1.7 The emerging [Local Plan 2040](#), formerly the Local Plan Review, must be capable of being delivered to agreed timescales in a way which addresses the vision, meets the needs and aspirations of the local community as well as providing for more strategic needs. In order to do this, developments must be supported by the appropriate infrastructure, which can range from improvements to road networks to the provision of a new school or community centre.
- 1.8 The IDP is a 'living' document which is subject to ongoing change and revision over time. Its impact is tracked annually for its effectiveness through the [Authority Monitoring Report \(AMR\)](#) and updated accordingly.
- 1.9 The engagement process for infrastructure requirements within Lichfield District commenced in 2009 with a wide range of stakeholders (over 300 invited in total) discussing topics that covered environmental, social, community and physical issues. This was supported by a series of individual stakeholder follow-up meetings. An initial IDP was published in July 2012 and submitted to the Secretary of State alongside the Local Plan Strategy as part of its evidence base.
- 1.10 This latest review of the IDP is being undertaken to ensure this document is able to robustly support the development of the emerging Local Plan 2040.

## 2. Policy Context

### National Policy

- 2.1 The production of an Infrastructure Delivery Plan (IDP) is an essential part of the evidence base in developing and delivering a sound Local Plan 2040 document.
- 2.2 At an early stage in the plan-making process strategic policy-making authorities will need to work alongside infrastructure providers, service delivery organisations, other strategic bodies such as Local Enterprise Partnerships, developers, landowners and site promoters. A collaborative approach is expected to be taken to identifying infrastructure deficits and requirements, and opportunities for addressing them. In doing so they will need to:
- utilise strategic policies which should look ahead over a minimum 15 year period from adoption which will anticipate and respond to long-term requirements and opportunities, such as those arising from major improvements in infrastructure.
  - engage in effective and on-going joint working between strategic policy-making authorities and relevant bodies is integral to the production of a positively prepared and justified strategy.
  - seek to address potential barriers to investment, such as inadequate infrastructure, services or housing, or a poor environment.
- 2.3 Authorities will also need to ensure that policies setting out contributions expected from development do not undermine delivery of the plan. Plan viability assessment should be carried out in accordance with national policy guidance.

### Local Policy Context

- 2.4 At the District level, the [Strategic Plan 2020-2024](#) sets out the vision for the District. The plan was put together through the collaboration of a range of stakeholders including; Councillors, officers, other stakeholders (including business, community and voluntary sector) and local residents. The Strategic Plan 2020-2024 has the following priorities and sets out that the Council will work collaboratively to:

#### Enable people to:

- help themselves and others.
- collaborate and engage with us.
- live healthy and active lives.

**Shape place to:**

- keep it clean, green and safe.
- preserve the characteristics.
- make sure sustainability and infrastructure needs are balanced.

**Develop prosperity to:**

- encourage economic growth.
- enhance the district for all.
- invest in the future.

**Be a good council that is:**

- financially sound.
- transparent and accountable.
- responsive and customer focussed.

- 2.5 There is a cross over with Partners involved in developing the Strategic Plan for Lichfield District and those previously involved in the formulation of the IDP thus ensuring coordination between evidenced specific key priorities and capital infrastructure needs. Development identified through the Local Plan Strategy and the policies within it will need to be supported by the required infrastructure at the appropriate phase of delivery. As noted above, once adopted the Local Plan will replace the Local Plan Strategy and Local Plan Allocations documents

## 3. Funding and Delivery

- 3.1 Infrastructure requirements will be funded by a variety of different mechanisms which will vary over the plan period. The following chapters set out infrastructure needs and indicate potential sources of funding for each where this is possible, based upon appropriate available evidence, together with timescales for the phasing of delivery.
- 3.2 The key sources of funding over which the planning system can have a direct influence are as follows:

### **Community Infrastructure Levy**

The Community infrastructure Levy (CIL) is a planning charge introduced by the Planning Act 2008 as a tool for local authorities in England and Wales to help deliver infrastructure to support the sustainable development of an area.

### **Section 106 Agreements**

Following the introduction of CIL, planning obligations made under Section 106 of the Town and Country Planning Act 1990 are limited to those matters that are directly related to a specific site, and which accord with Regulation 122, i.e. The obligation is necessary to make the development acceptable in planning terms, directly related to the development and fairly and reasonable related in scale and kind to the development. This may include requirements which are not capable of being funded through CIL such as affordable housing.

### **Planning Agreements**

These are the main mechanisms for the provision of essential on-site design requirements and critical infrastructure. These could include highway infrastructure agreements, mainly those covered by Section 38 and Section 278 of the Highways Act 1980 which provide discretionary powers for the highway authority to enter into an agreement with a developer to adopt a new highway or improve the existing highway.

- 3.3 Developer contributions (or planning obligations) for the delivery of infrastructure to support new development have traditionally been secured primarily through the use of Section 106 Agreements. While raising significant funds locally for many projects, there have been a number of ongoing criticisms of Section 106 funding nationally including lack of transparency, the time taken to negotiate Section 106 Planning Obligations and the deliverability of obligations post their signing. In order to address these concerns, Part 11 of the Planning Act 2008 provided for the introduction of the Community Infrastructure Levy (CIL), a simplified, transparent and less bureaucratic tariff-based system intended to apply to defined types of development. The ability to take forward CIL came into force on

6 April 2010 through the Community Infrastructure Levy Regulations 2010 (subsequently amended by the Community Infrastructure Levy (Amendment) Regulations 2011). Additional guidance was issued in December 2012 and further amendments have been made, most recently in September 2019.

- 3.4 CIL is discretionary but allows Local Authorities who resolve to use the legislation to raise funds from developers undertaking new building projects in their area to deliver the necessary infrastructure arising as a consequence of new development.
- 3.5 Changes made in September 2019 to the CIL regulations have seen the ‘pooling’ restrictions, (which were introduced by government to encourage the adoption of CIL by local authorities, by restricting the number of contributions from section 106 agreements to just 5 per infrastructure project or type) removed. With the removal of this requirement, local planning authorities are able to collect more than five contributions to fund the same infrastructure, by using Section 106 planning agreements and/or utilise monies raised through the CIL charging regime. It should be noted that Regulation 122 will continue to apply, and therefore the Section 106 agreement will still need to be (a) necessary to make the development acceptable in planning terms, (b) directly related to the development, and (c) fairly and reasonably related in scale and kind to the development.
- 3.6 The CIL Charging Schedule sets out the rate of levy that the authority will charge those types of development that are eligible to contribute toward infrastructure provision. Lichfield District Council adopted its [Community Infrastructure Levy Charging Schedule](#) on the 19th April 2016 and commenced charging the levy on the 13th June 2016. A number of policies were also adopted to support the implementation and operation of CIL within the District. This includes;
- [CIL Instalments Policy](#);
  - CIL [Exemptions, Relief and Exceptional Circumstances Policy](#);
  - CIL Governance administration procedures; and
  - [Payment in Kind: Land and Infrastructure Payment Policy](#).
- 3.7 The 2019 Regulations have also seen the removal of Regulation 123 in its entirety. Regulation 123 lists will be replaced by an Infrastructure Funding Statements (IFS), which will be produced annually, setting out how much money has been raised through developer contributions (both through CIL and section 106 obligations) and how it has been spent. The first iteration of the IFS, the [IFS 2020](#), was published on 31 December 2020.
- 3.8 CIL cannot be expected to pay for all the infrastructure which will be required to 2040, but it is expected to make a significant contribution. Through the CIL administration process the District Council will prioritise which elements of infrastructure should benefit from CIL income and the level of that intervention. To support this process the District Council developed Governance arrangements for the allocation of CIL income which were updated in June 2021 . It is intended that that organisations/authorities with projects consistent with the IFS will bid for the release of funds from the centralised CIL ‘pot’ via a formal application process. In order to assist in the decision making and assessment of

whether a proposed funding project meets the relevant criteria, a scoring system will be used to assess a project against the relevant criteria. The onus will be on applicants to produce strong evidence based arguments, which will include clear delivery plans for proposed projects along with potential and secured match funding information.

## **Developer Contributions Supplementary Planning Document**

- 3.9 The [Developer Contributions Supplementary Planning Document](#) (SPD) was adopted by the District Council in May 2016. The SPD has been written to support the District following the adoption of the [CIL Charging Schedule](#) and clearly identifies the role of S106 in relation to a number of infrastructure requirements. The document also provides further context and guidance in regard to the matter of viability and goes on to outline the mechanisms available through the decision taking element of planning.

## **Other funding for Infrastructure**

- 3.10 Not all infrastructure will be able to be funded via the aforementioned mechanisms. Beyond this there will be other sources of funding available over the plan period. The range of options will depend upon on the infrastructure requirements and could include public and private sector investment, grant funding (e.g. Lottery funding) and economic growth funding.
- 3.11 Throughout the plan period, sources and levels of funding will vary and could relate to different themes and these will have to be match with locally raised revenues to the best effect. It is therefore one of the key roles of the IDP to set out clear requirements as to infrastructure needs, delivery timescale in relation to development phases, and details regarding funding based on the best available evidence.

## 4. Strategic Infrastructure

- 4.1 In order to deliver the Local Plan, infrastructure will need to be provided which serves more than one community or development site, and which can address the cumulative impacts of development across the District or beyond.
- 4.2 This chapter sets out the strategic infrastructure needs as identified through the Local Plan evidence base and through extensive consultation with stakeholders, infrastructure providers and local communities. It deals with strategic infrastructure in two ways: it includes specific pieces of infrastructure which can be costed in line with appropriate available evidence such as a leisure centre or improvements to a road junction and with more generic strategic needs such as the principle of investing in Green Infrastructure to improve connections and linkages across the District. This will comprise of a number of smaller varied projects the details of which will develop throughout the plan period and as such are costed on an individual basis at this stage, although a number of cost schemes have been included where this is appropriate and evidence has been provided.
- 4.3 Strategic physical, green, social and community infrastructure details are set out in the following paragraphs.

### Physical infrastructure

#### Transport

- 4.4 Improvements to transport infrastructure are classed as physical infrastructure, although there will be elements which link with Green Infrastructure such as walkways, canals and cycle routes.
- 4.5 The Sustainable Transport chapter of the emerging Local Plan 2040 sets out details for determining the strategic priorities in relation to achieving increasing levels of sustainable travel over the plan period. The current [Lichfield District Integrated Transport Strategy 2015 - 2029](#) sets out the specific local detail and developed specific transport packages for Lichfield City Centre, South Lichfield, East Lichfield (including Steethay) and Fradley and Burntwood to mitigate the impact of the Local Plan Strategy and its Strategic Development Allocations. Staffordshire County Council are currently updating the Integrated Transport Strategy to consider the emerging Local Plan 2040 (including its proposed Strategic Housing Allocations). Future updates of the IDP will reflect this evidence once it is completed.
- 4.6 Due to the ongoing situation surrounding the Coronavirus (COVID-19) pandemic and subsequent social distancing and lockdown measures that have been in place since March 2020, there have been delays to transport modelling evidence which will form part of the evidence base for the Local Plan 2040 including that relating to the Strategic Road Network and an update to the Lichfield District Integrated Transport Strategy. The modelling work will be undertaken as soon as the lifting of pandemic restrictions provides the opportunity to undertake the work.

- 4.7 This IDP should be read in conjunction with the Lichfield District [Integrated Transport Strategy 2013-2029](#). The strategy has identified that some of the key junctions within Lichfield suffer from peak hour traffic congestion if travel demand is left unchecked. Highways England has identified that there is a need to improve these key junctions to reduce safety and capacity issues and facilitate economic growth, which are identified within the Integrated Transport Strategy. Key elements of the Lichfield District Integrated Transport Strategy have been summarised below and where appropriate additional updates added.
- 4.8 The below list will be updated in due course as further evidence emerges and becomes available to the Council. Current infrastructure and projects for further improvements have been identified in the following areas within the district.

#### **Lichfield City Centre Local Transport Package**

The Lichfield City Local Transport Package focuses on supporting the redevelopment of land at Birmingham Road in Lichfield City Centre. The traffic impact of office development, will also need to be accommodated with sustainable transport links as appropriate. There are aspirations to expand the pedestrianised areas in the City. Variable Message Signs are also proposed to improve the flow of traffic around the City and to car parks.

Developers of the Birmingham Road redevelopment scheme will be required to contribute towards transport mitigation along the A5127. This includes urban traffic control and modifications to Birmingham Road/Rotten Row, Birmingham Road/St John Street, and Gresley Row/Tamworth Street junctions to improve safety and capacity where appropriate. Evidence from traffic modelling work also suggests that capacity improvements may be required at the Friary / A51 / A5127 / Sainte Foy Avenue junction.

Bus / rail integration will be provided as part of the Birmingham Road redevelopment scheme through the provision of a new bus station closer to Lichfield City rail station together with upgraded crossing facilities. It is expected that the new bus station will include enhanced bus information and will operate more efficiently than the existing one allowing more services to operate from it.

### **South Lichfield Local Transport Package**

The South Lichfield Local Transport Package includes key strategic road infrastructure that is expected to be completed to support the delivery of the Lichfield District Local Plan, together with complementary sustainable transport measures to improve connectivity between the Strategic Development Allocation and the City centre. There are proposals to improve pedestrian safety, provide new cycle links connecting new development to the existing cycle network and improved bus connectivity. Highways England proposals will also be delivered as appropriate.

The Lichfield Southern Bypass provides a link between the A5206 London Road and the A461 Walsall Road. Phases 1 and 2 of the bypass have already been completed by developers with Phase 2 opening to traffic in 2010. Phase 3 between London Road and Birmingham Road is not required to deliver the Strategic Development Allocation but is expected to be funded by a combination of existing developer funds, public funds and contributions from future development. The County Council is commissioning design work and a construction cost estimate for the section of Phase 3 that crosses the railway line and links to Birmingham Road. Rail possessions were implemented in December 2019 and the installation of the underbridge open in 2020. The delivery of the section of the bypass between the new underbridge and the A5206 London road will be aligned to the development trajectory for the South Lichfield SDA.

It is expected that the bypass will reduce traffic in the City centre on A5127 Birmingham Road and A51 Upper St John Street, protecting the historic core and facilitating regeneration proposals. It will also improve access to the Darwin Park and Sandfields residential areas and the South Lichfield Strategic Development Allocation. There will be reduced traffic levels on Shortbutts Lane as a result of the bypass although evidence from traffic modelling work identifies that a junction improvement will be required at Tamworth Road/Upper St John Street/ Shortbutts Lane/London Road as part of the construction of the bypass, to cater for the current forecast 2028 traffic flows. However the exact form of the junction is yet to be determined. Once the bypass is completed, a review of local traffic routing and directional signing will be undertaken.

### **East Lichfield Local Transport Package (including Fradley)**

The East Lichfield Local Transport Package helps support the delivery of Strategic Development Allocations East of Lichfield (north of Streethay) and Fradley.

A5127 corridor improvements will be provided to help mitigate development in the East of Lichfield including urban traffic control, bus enhancements, cycle links and safe crossing points in Streethay to local amenities. There will be the requirement for an improvement at A5127/Eastern Avenue/Cappers Lane junction.

The package includes proposals for a Lichfield Trent Valley rail station gateway refurbishment. Lichfield Trent Valley station has recently received a new ticket office and waiting facilities. Some improvements have also delivered increased car parking capacity (an additional 125 spaces). Improvements have been implemented, including the provision of disabled access to the Cross City and London bound platforms, and further access upgrades and enhanced passenger information during 2017 following the allocation of Access funding. The County Council will continue to work in partnership with London Midland, the station facility operator, and Network Rail to explore all funding opportunities.

The traffic impact of the Strategic Development Allocation at Fradley will be reduced by providing adequate local neighbourhood facilities, new or extended bus services to Lichfield City centre with increased frequency, integration of the development with existing communities and local walking and cycling links. Safer access to the A38 (T) is desired by the local community where there are currently sub-standard junction layouts and active traffic management may also be required along the A38 (T). Managing the routing of Heavy Commercial Vehicles is essential and the provision of a lorry park is desirable.

### **Burntwood Local Transport Package**

The Burntwood Local Transport Package has been drawn up to help rejuvenate Burntwood by supporting an enhanced town centre, employment growth at Burntwood Business Park and housing growth east of the bypass. These measures include bus access improvements and increased service frequency, improved sustainable transport links across the urban area and into Chasewater, a new bus interchange facility and public realm improvements in the main retail area, specifically Sankey's Corner. The retail/leisure offer is dependent upon private sector investment and developer contributions are required to fund the Local Transport Package. There is also a long term aspiration for a new rail station at Burntwood if the Walsall to Lichfield line is opened to passenger trains.

## Road Improvements to address strategic/ cumulative impacts

### Lichfield Southern Bypass

4.9 It should be noted that the objective of the Lichfield Southern Bypass is to improve access to new housing (although the Strategic Housing Allocations to the south of Lichfield are not wholly dependent upon this in terms of ensuring access to the sites) and to improve the success of City Centre regeneration schemes by removing through-traffic especially from Birmingham Road. The total cost of the bypass will be approximately £21.2m which includes works needed to provide an underbridge in relation to the Cross-City rail line. Construction works to implement the underbridge have been completed. The remaining section of the bypass which will connect Birmingham Road to London Road is currently under construction as part of the development of the South of Lichfield Strategic Development Allocation to the south of Shortbutts Lane.

### Junction improvements

4.10 The County Council has identified four highway schemes to address cumulative growth relating to development in and around Lichfield City: the following junctions are projected to exhibit over-capacity results of 100%+ and, with the exception of the first scheme on the list, will be delivered as part of development schemes directly in relation to the following planning applications:

- Sainte Foy Avenue / A5127 / The Friary;
- A5127 / Eastern Avenue / Cappers Lane / Valley lane;
- St. John Street / A5127 / Upper St John Street;
- A5206 London Road / Shortbutts Lane / Upper St John Street / Tamworth Road (improvement scheme has been implemented).

4.11 The County Council also identified the potential for upgrading the Tesco traffic light junction as part of wider mitigation measures associated with the redevelopment of the land at Birmingham Road, however, further details are not available at present.

### Strategic Road Network

4.12 Schemes related to the allocations already made within the adopted Local Plan (2009 – 2029) have already been factored in to the strategic road network (SRN) within the existing evidence base and the necessary required improvements to the network have been considered feasible and deliverable.

4.13 Highways England anticipate that the proposed strategic allocations at Lichfield City and Fradley in the emerging Local Plan 2040, due to their scale and location, can be reasonably expected to generate a significant quantum of traffic which will impact on the strategic road network. Accordingly, mitigation works relating to the A38 at Hilliards Cross and Fradley village are very likely to be necessary. As noted above due to issues surrounding the collection of data due to the Coronavirus (COVID-19) pandemic this evidence is yet to be fully completed.

However, it is clear that those developments will be required to provide appropriate infrastructure to address the impact upon the SRN.

- 4.14 Suitable transport analysis will be required in order to understand the implications for the operation of the A5, including the need for and form of any mitigation works in relation to the proposed strategic allocation at Fazeley in the emerging Local Plan 2040.
- 4.15 Highway England published its [Roads Investment Strategy 2 \(RIS2\)](#) in March 2020. RIS2 details the long term strategic vision for the SRN alongside performance standards Highways England must meet; detail of planned enhancement schemes and states funding available. Capacity and safety requirements on the A38 and A5 have been fed into the initial process, and the District Council is committed to continue working with Highways England to look at these in more detail.
- 4.16 HS2 construction works began in the District during 2019 and is anticipated to last until at least 2022. Due to the traffic management requirements for construction underneath the A38, and the number of HS2 construction vehicles which will be using the network, carrying out further improvement work in this period is likely to cause disruption for drivers, residents, businesses, and to her stakeholders. The District Council will therefore work with partners to ensure that this period is use to investigate and develop long-term solutions for problems in the areas, so that these can be delivered in a timely fashion once the construction of HS2 is complete.
- 4.17 [A Strategy for the A5 \(2011 - 2026\)](#) has been produced in partnership with Local Authorities, agencies and stakeholders along that part of the A5 which runs through Staffordshire, Warwickshire, Leicestershire and Northamptonshire. The aims of the strategy are as follows:
- To ensure that the A5 is fit for purpose in terms of its capacity and safety, both now and in the future;
  - To allow the A5 to play its full and proper role in supporting and facilitating economic activity and growth at a national and local level;
  - To promote and encourage improvements to sustainable transport (walking, cycling, public transport and behavioural change measures) in order to help reduce congestion on the A5, improve air quality and deliver a lower carbon transport system; and
  - To reduce, where possible, the impact of the A5 on communities along the route.
- 4.18 Within Lichfield District the strategy will focus on coordination between required improvements to the A38 in relation to the Wall Island and Muckley Corner junctions and the impact upon the A5.
- 4.19 In addition, improvements relating to the Mile Oak junction of the A5, which arises as a result of the impact of development within Tamworth Borough are also included as part of the strategy. Whilst these road improvements fall geographically within Lichfield District, the infrastructure requirement is generated from Tamworth Borough and features within the adopted Tamworth Local Plan. Proposals for Mile Oak / Fazeley in the emerging Local Plan 2040 will be undertaken consistent with the A5 strategy (2011-2026).

## Public Transport

### Proposed Coach Park and City Centre Parking

- 4.20 Lichfield District and in particular Lichfield City Centre is a popular destination with day trip coach operators. Lichfield City has a compact and walkable city centre which enhances its attractiveness as a tourist destination. It is recognised that there is a need for more appropriate coach parking facilities and that it will be important to better distribute car parking usage across the various parking facilities within and close to the city centre to maximise walking and to reduce the perception of parking scarcity.
- 4.21 Having regard to the issues described above, [Lichfield City Masterplan](#) was consulted on in January 2020 and approved by Cabinet in July 2020. Within the document, it identified that whilst there is a perceived scarcity of parking spaces within the City, information suggests that capacity is more than sufficient, but that the most popular locations such as Bird Street operate over capacity. The Masterplan itself also proposes development proposals for part of Bird Street car park due to its prime location in the town centre. Should this come to fruition then this could potentially reduce its capacity; it also identifies that the existing multi-storey car park on Birmingham Road will likely need to be replaced with a new multi-storey car park due to structural issues. The masterplan identifies that the replacement multi-storey at Birmingham Road could have its capacity increased to allow for any displacement from Bird Street, plus potential additional need from the Bus Station and Birmingham Road development aspirations and to contribute towards the identified over capacity issues currently experienced at Bird Street car park. A Car Parking Strategy, which will provide more detail on these issues and the solutions available, will be published by the District Council in Summer 2021.
- 4.22 Improvements to coach drop-off and parking locations are also required to promote increased group travel. University West car park has been identified within the Lichfield City Masterplan as a potential development opportunity for coach parking providing up to ten spaces. The Birmingham Road gateway has been identified as a potential coach drop off/ pick up point providing up to four spaces.
- 4.23 The Council will also actively explore opportunities for the use of technological solutions to aid customers and facilities to provide an efficient parking system for Lichfield City Centre.

## Walking and Cycling

- 4.24 Staffordshire County Council have produced a draft [Local Cycling and Walking Infrastructure Plan \(LCWIP\)](#) with the final document due to be published in summer 2021. This document helps to deliver the Government's Cycling and Walking Investment Strategy (CWIS) the objectives of which are:
- Better Safety - A safe and reliable way to travel for short journeys;
  - Better Mobility - More people cycling and walking – easy, normal and enjoyable;
  - and

- Better Streets - Places that have cycling and walking at their heart.

4.25 The LCWIPs vision is to ‘Increase people’s connectivity through cycling and walking to employment, education and leisure, leading to positive changes in modal shift, enabling people to lead safer, healthier and more independent lives’.

4.26 Lichfield has the lowest length of cycle routes in the County at 11km, however all routes in Lichfield have been identified as a medium to high priority if deliverable solutions can be identified. The walking audit of town centre routes (excluding pedestrian priority areas) has revealed that footway maintenance and pedestrian crossing provision are concerns in the District.

4.27 The draft document identifies walking and cycling schemes that should be considered as a priority for delivery in the short term up to 2023/24. Schemes that have been considered a priority in the District are identified in the table below.

Table 4.1: Walking and cycling schemes

<b>Priority Walking and cycling schemes for delivery up to 2023/24</b>	
<b>Location</b>	<b>Walking scheme</b>
St Johns Street, Lichfield City	Footway maintenance, speed reduction measures, improved pedestrian crossing provision and narrowing of junctions.
<b>Location</b>	<b>Cycling schemes</b>
Broad Lane, Lichfield	Signage and quiet way treatment on a quiet residential street that is already traffic calmed with build-outs.
Friary Road, Lichfield	Maintenance of existing facility.
Eastern Avenue (near the Friary School), Lichfield	Shared use on north side and incorporate cycle provision at crossings. New shared use footway/ cycleway is required on the north side of Eastern Avenue to support existing journeys from the residential areas south of Eastern Avenue to The Friary School, Friary Grange Leisure Centre and the care home
Curborough Road / St Chads Road, Lichfield	A gateway treatment to highlight the cycle route further and other options such as filtered permeability by controlling vehicle access with one-way streets
Greenhill / George Lane, Lichfield	Alternative signed route from Rotten Row into the City Centre and avoiding Greenhill. There are no cycle facilities and other alternative routes should be explored to achieve an access into and out of the city centre at this point. Options include utilising the proposed cycle route improvements along Birmingham Road to sign a route from Rotten Row into the city centre and avoiding Greenhill.

4.28 The Lichfield City Masterplan also highlights the importance of walking and cycling and aims to improve pedestrian and cycle routes and wayfinding to help encourage people to walk and cycle and utilise public transport services, rather than rely on the private car.

## **Rail**

4.29 In the West Midlands, rail services have been provided by West Midlands Trains since December 2017, with services operated via two different passenger facing brands; West Midlands Railway and London North Western Railway. The current franchise for the services are due to end in March 2026. Services are usually specified by the DfT who also set regulated fare levels together with quality and performance standards for the franchised operators.

4.30 Staffordshire County Council recognises the need for a joined-up approach to rail and consulted upon a rail strategy in 2016. The rail strategy includes a number of projects relevant to Lichfield District. These includes supporting:

- The introduction of additional rolling stock on the Cross City Line and Chase Line to alleviate problems of overcrowding;
- The introduction of earlier and later services together with increase Sunday services on the Cross City Line and Chase Line;
- New Services linking Lichfield Trent Valley and Burton upon Trent/Derby including necessary and relevant infrastructure such as electrification, capacity/speed improvements and re-signalling between Lichfield Trent Valley and Wychnor Junction;
- Improved ticketing experiences for passengers;
- New direct services on the Chase Line to Stafford and beyond; and
- Investment in existing stations including Lichfield City, Lichfield Trent Valley and Rugeley Trent Valley together with the opening of new stations where there is a robust and clear business case.

4.31 In terms of national rail projects which impact upon the District, Phase 1 of the High Speed Rail Link (HS2) will run from London to the West Midlands with a connection onto the West Coast Main Line at Handsacre. In the District, the railway will pass through the Parishes of Drayton Bassett, Hints, Weeford, Swinfen and Packington, Whittington, Fradley and Streethay, and Kings Bromley. The 12 mile railway through Lichfield joins the West Coast Main Line near to Handsacre. There will be no stations or interchanges allowing for direct access to HS2 in Lichfield District.

4.32 A separate Phase 2a - providing a line from Lichfield District to Crewe - will involve the creation of a spur off Phase 1 at Fradley with the line continuing in a north westerly direction

through the Ridwares in the north of the District before crossing into Stafford Borough near Colton. A separate Phase 2b route which is not located within Lichfield District is planned to link to the HS network.

- 4.33 Given that this is a national project this is not an issue over which the IDP can have any direct influence, although updates on progress will be incorporated into this document to provide context. It is important to note that the need to manage the impact of HS2 proposals on affected communities and businesses is highlighted in the Integrated Transport Strategy for Lichfield District.
- 4.34 The current Local Plan Strategy states that proposals for enhancing other rail stations within the District will be supported. There is an aspiration to assist in sustainable transport improvements in the longer term, the rail route between Lichfield and Walsall (via Brownhills) will be safeguarded.

## **Energy**

### **Utilities**

- 4.35 In terms of infrastructure improvements needed for gas and electricity, the utility companies have a statutory ability to directly charge developers and customers to fund improvements required and this will take place during development. No strategic issues have been identified.

### **Renewable Energy**

- 4.36 In terms of renewable or low carbon energy / wind power and other technologies, developers will need to work with Lichfield District Council, Ofgem and individual suppliers to meet the sustainable energy targets set out in the Local Plan Strategy and supporting Sustainable Design Supplementary Planning Document.

### **Provision of electric vehicle charging infrastructure**

- 4.37 Staffordshire County Council are keen to encourage a coordinated network of charging points across the county that will give residents and visitors the confidence to use electric vehicles. They are currently developing a strategy that will define the role of the County Council and evaluate the options for a public charging network. The review of the Local Plan (Local Plan 2040) includes Strategic Policy 3 which stipulates the need for newly created parking spaces to include electric vehicle charging points. The approach is also supported by the [Staffordshire Climate Change Adaption & Mitigation](#) study and the Lichfield city centre masterplan.

## Water and Drainage

### Water Supply Infrastructure

- 4.38 The [Southern Staffordshire Councils Water Cycle Study – Phase 1 Scoping Study](#) (February 2020) was undertaken to inform South Staffordshire Councils Local Plans. The findings from the Water Cycle Study indicate that there is not expected to be a water supply issue in Lichfield District. As development occurs in the District it will be necessary for detailed modelling to be undertaken of the water supply infrastructure to allow for appropriate infrastructure upgrades and local enforcements.
- 4.39 South Staffordshire Water is intending to produce a draft Drought Plan to be submitted to the Secretary of State by the end of 2021. This will improve and protect the environment in the catchments they operate within including the District in accordance with the Drought Plan Direction 2020.

### Wastewater Collection Infrastructure

- 4.40 New development will need to take account of the need to plan for the disposal of waste water and sewage as this will have a cumulative impact across the District.

#### **Waste Water Collection and Treatment Infrastructure Needs**

Wastewater collection:

- Sites will need improvements to increase capacity, particularly in Lichfield, Fazeley and Fradley.
- Additional hydraulic modelling will need to be undertaken by Severn Trent Water for the proposed strategic sites (SHA2: Strategic Housing Allocation West of Fazeley and SHA3: Strategic Housing Allocation Land North and South of Hay End Lane) within the emerging Local Plan 2040.
- Proposed strategic site (SHA1: Strategic Housing Allocation North of Lichfield) within the emerging Local Plan 2040 is located close to existing waste water treatment works which serves Lichfield and Fradley meaning direct connection could be made to the works avoiding the need to connect to existing network infrastructure.

#### Wastewater treatment:

- Significant infrastructure investment will be necessary to upgrade Waste Water Treatment Works (WwTW) at Lichfield and Shenstone to accommodate additional flow from new development.
- Infrastructure upgrades will be required to some WwTW to be able to accommodate growth before 2045. These WwTW are Bassets Pole, Edingale, Goscote, Lichfield, Lysways Lane and Shenstone.

4.41 Sustainable Drainage Systems (SuDS) also need to be provided by the developer, in line with national legislation and in accordance with Lead Local Flood Authority (LLFA) requirements which should include an agreed management plan. It is not possible to provide an indicative overall costing for SUDS as this will depend upon the individual circumstances relating to each site, however national guidance, research and emerging codes of practice are available and this will assist with evaluating viability assessments in relation to individual developments.

4.42 Settlements which are at high risk of surface water flooding, and which will therefore require particular attention on a site by site basis are:

- Lichfield;
- Burntwood;
- Armitage with Handsacre;
- Whittington;
- Elford;
- Fazeley, Mile Oak & Bonehill;
- Shenstone; and
- Alrewas.

## River Mease SAC

4.43 Foul effluent from the existing built environment has been identified as a major source of phosphate into the River Mease SAC. Therefore sewage treatment works (STWs) make a significant contribution to phosphate within the catchment. Phosphate removal at STWs has been demonstrated to be the most effective mechanism to date in reducing phosphate in the River Mease SAC with phosphate removal plant having been installed at a number of sewage treatment works within the Mease catchment ([Appendix A](#)). Further improvements at STWs are anticipated, most particularly at Packington STW (which is outside the district) where a number of organisations are working together for the delivery of a long term project solution. Lichfield District Council, North West Leicestershire District Council, South Derbyshire District Council, Severn Trent, the Environment Agency and Natural England will continue to work together on addressing phosphate levels in the catchment area through a number of ways / projects small & large. Further details can be found within the Strategic Green Infrastructure section of this document.

## Waste

- 4.44 Waste Services are delivered through a shared service with Tamworth Borough council, costs attached to this service are met through Council Tax.
- 4.45 In terms of waste management and disposal, Staffordshire County Council has identified via the [Staffordshire and Stoke on Trent Joint Waste Local Plan](#) the need for several new facilities within a number of broad locations.
- 4.46 Across the Staffordshire and Stoke broad area of search the Joint Waste Local Plan adopted in 2013 identified the need for the following new waste capacity Solid Waste (MSW) and Commercial and Industrial Waste (C&I) treatment to 2026:
- Recycling Material Recovery (mechanical Sorting): 6-8 facilities or around 0.9ha each;
  - Organic Waste Treatment : 2-3 facilities of between 0.9ha to 1.3ha each;
  - Recycling/Material Recovery: 2-4 facilities each between 2 to 4 ha in size and requiring locations close to large areas of development / construction.
- 4.47 The Joint Waste Local Plan sets out a hierarchy (policy 2.3: Broad Locations) in terms of siting facilities of a local or sub-regional scale, this focuses upon large settlements across the Staffordshire and Stoke area and locally this includes Lichfield, Tamworth and Rugeley, with Burntwood being included for facilities of a local scale.

## Communications

- 4.48 The need to reduce travel and to enable people to access services both in economic and social terms increasingly depends upon electronic communications. Staffordshire County Council and Broadband Delivery UK (BDUK) are actively seeking solutions to the issue. Superfast Staffordshire , which brings together £29m of investment from Staffordshire County Council, Broadband Delivery UK(BDUK) and BT is delivering access to superfast broadband (>24Mbps) to 96% of premises throughout Staffordshire by the end of 2018 . As of May 2019, 97.5% of Lichfield District is now UK Superfast covered.
- 4.49 The government aimed through the introduction of the Universal Service Obligation by 2020 to ensure that all premises have the right to request a minimum of 10Mbps.
- 4.50 New developments should therefore be required to provide access to superfast broadband as an integral part of the infrastructure requirement for sites.

## 5. Strategic Town Centre Improvements

### Lichfield City

- 5.1 [Lichfield City Centre Masterplan](#) was published in 2020 and provides a vision to help guide future development within the Lichfield city centre. The Masterplan will shape the future growth of the city centre, set out opportunities for enhancing the quality of the environment and the range of different uses it offers, and provide a prospectus for investment in Lichfield.
- 5.2 The objectives are:
- A strong historic core;
  - Complementary and supporting uses;
  - Welcoming gateways;
  - Vibrant streets and spaces;
  - Quality accessible environment; and
  - A green and sustainable city.

### Short Term Improvements to Birmingham Road Gateway

- 5.3 Short term improvements to the Birmingham Road site commenced in January 2020 and completed during 2020 and have delivered new toilet facilities with disabled access and baby change facilities. The bus station has had various improvements such as resurfacing and new street furniture and a new temporary long stay car park was also created and provides for extra coach parking on the site of the former bus station car park. The derelict and visually incongruous police station on the edge of the Conservation area has been removed and temporary public realm improvements made whilst longer term investment is sought for the site.

### Longer Term Improvements

- 5.4 The Lichfield City Masterplan details key priorities for action over the next 20 years and these are set out below:

Table 5.1 Lichfield city centre master plan priorities

Project	Description
Birmingham Road Gateway Project	A new bus station, with 'pavilion' building and a coach drop-off/pick-up point. A cinema. Hotel accommodation. Small-scale commercial business space with a limited amount of convenience retail. Residential apartments and houses (including affordable housing). A replacement multi-storey car park (up to 480 spaces)

Project	Description
District Council House	Consolidated office space for Lichfield District Council within existing building. Conversion of part of the buildings on St John Street to provide a self-contained serviced office and conference centre. Conversion of part of the buildings (including the Council Chamber) to provide a self-contained wedding/ occasion venue. Refurbishment of the southern office building to provide a self-contained commercial and multi-purpose community space.
Bird Street Courtyard	Public car park (up to 55 parking spaces). Residential apartments (up to 12 apartments subject to planning). Commercial floorspace such as a café/ bar/ restaurant/ community uses (2 ground floor units).
Pedestrian Priority Streets/ improvements to pedestrian walkways and linkages	The re-opening of Lower Bore Street to permitted vehicles (blue badge holders, permit holders and loading vehicles). The closing of Conduit Street, Market Street and Breadmarket Street to through-traffic, except for permit holders and loading vehicles. Introducing street furniture and public realm interventions such as timber bollards (potential use of automatic bollards) and clear street signage to signal to all users those areas which are pedestrianised and those which are not. Improvements to pedestrian walkways and linkages, at the Bird Street/ Bore Street/ The Friary junction. Improvements to pedestrian walkways and linkages, to Cross Keys and Stowe Pool via alleys.
Improvements to Minster Pool Walk	Provision of a new footpath/ cycle route to the north of Minster Pool, to enable a circular walk to be established. Additional street lighting to new route.
University West Car Park	A rationalised area of car parking. Coach parking (at least 10 coach parking spaces). Commercial business space, suitable for SMEs and start-ups (c. 1,800 sqm)
Signage and Wayfinding Strategy	To provide clear and consistent signage and wayfinding across the city centre and at key transport gateways. To provide improvement in legibility across the City Centre and to reinforce identity

5.5 In addition, the [Lichfield City Neighbourhood Plan](#) was made on 17<sup>th</sup> April 2018 which has an economic focus as its central theme.

## Burntwood

5.6 Physical infrastructure requirements focus upon the need to provide significant improvements to Burntwood town centre. This includes the need to provide an increased

retail and leisure offer and appropriate transport infrastructure to support this growth. The retail/leisure offer is dependent upon private sector investment: the transportation provision identified would require investment in the form of developer contributions.

- 5.7 In August 2016 the District Council along with Burntwood Town Council and Staffordshire County Council agreed to work together to improve Burntwood's shopping potential, health services and transport infrastructure. An agreement was jointly developed called the Burntwood Town Deal, which pulls together ideas and projects already under discussion to ensure a joint approach.
- 5.8 Key priorities include but are not limited to enabling:
- A town centre development which improves the town's retail offer; Improved health facilities;
  - Getting the appropriate housing mix for the town that allows older people to keep their independence and family sized properties to be better utilised;
  - Better transport links; and
  - Exploiting the opportunities for leisure, health improvement, tourism and businesses presented by the proximity of Chasewater.
- 5.9 In 2020 the District Council secured funding from the GBSLEP to undertake a Burntwood Town Ecosystems Research project to understand the strengths and opportunities of Burntwood Town Centre and its relationship with neighbouring urban centres.
- 5.10 A Feasibility Study is also currently being produced for Burntwood Business Improvement District (BID) in order to understand if it is viable and possible for a BID to be established within Burntwood. If retailers in the BID area would want to support it and provide projects with a prospective business plan will help Burntwood and its businesses develop through a business group (known as the BID).
- 5.11 The review of the Local Plan (the emerging Local Plan 2040) sets out the District Council's intention to prepare an Area Action Plan (AAP) for Burntwood to examine options for regeneration of brownfield sites, increased local retail and housing provision and the potential for employment growth.
- 5.12 In addition, the Burntwood Neighbourhood Plan which was adopted in June 2021, has a number of economic objectives including to redevelop and regenerate Burntwood Town Centre.

## **Tourism**

- 5.13 Tourism infrastructure needs are covered primarily through the Town Centre improvements section above in particular through the Birmingham Road Masterplan and also features within the Green Infrastructure section of this IDP.
- 5.14 A desire has been expressed by the National Memorial Arboretum and Alrewas Parish Council (within their Neighbourhood Plan) to link the National Memorial Arboretum at Alrewas to Alrewas village to ensure continuity of walking and cycling routes and to help stimulate more

local tourism and recreation associated with the site. This would require a safe way of crossing the A38 and a footbridge has been identified as the most appropriate way to do this.

## Employment

- 5.15 Whilst employment sites are to be delivered by the private sector, it is important that employers are encouraged to recruit local people in order to boost the local economy and reduce the need to commute long distances by car. The District Council has prepared and adopted an [Economic Development Strategy \(2016-2020\)](#). The Strategy focuses on the following key Strategic Objectives:
- Provide a suitable range and mix of employment opportunities to boost jobs;
  - Increase the number of new business start-ups and overall business survival rates;
  - Provide an appropriate balance between jobs and housing;
  - Encourage increased levels of investment and spending by the public, private and voluntary sectors in to the District; and
  - Deliver enhanced levels of prosperity to all communities.
- 5.16 The strategy is based on the following themes Place, Business and People. Much of the support needed is likely to be revenue funded e.g. skills development, however, a number of the Place aims identify infrastructure requirements including Lichfield City Centre Masterplan, Burntwood Town Centre, transport Infrastructure Investment, sustainable housing and broadband and mobile phone network provision. These needs have been identified as infrastructure requirements within the Strategic Infrastructure section of the IDP.
- 5.17 Employment sites should also be supported by other infrastructure where there is a local need and the plan should be flexible to allow for this e.g. uses ancillary to employment sites might include a cafe or childcare facility with the view to these being used primarily by local employees. These would need to be market-driven enterprises which would be assessed on their own merits as part of the planning applications process rather than being rigidly specified at the outset of a development proposal, as this would not be viable or sustainable.

## 6. Strategic Social and Community Infrastructure

### Housing Mix

- 6.1 The adopted Local Plan and emerging Local Plan 2040 seeks to achieve a balanced housing market which serves the needs of the District's communities. Given the ageing population of the District, older residents will need to be specifically catered for, to ensure that housing addresses their changing needs, whether this relates to them having the support they need to remain in their own homes for longer, or a choice of alternative accommodation such as sheltered housing or a higher level of care. For this reason the following will need to be provided as part of the District's housing portfolio:
- Provision of supported housing and care homes;
  - Smaller dwellings of all tenures; and
  - Residential layouts that ensure that communities are designed with the wellbeing of the ageing (and less mobile) populations in mind.
- 6.2 Affordable housing provision is identified as a key priority within both the adopted Local Plan and the emerging Local Plan 2040. A target is set by the policy that the Council will be seeking affordable housing on every qualifying housing development site to the highest level viably possible.

### Education and Skills

- 6.3 Staffordshire County Council is responsible for the overall provision of state education within the District (although some schools now operate independently as Academies). New residential developments are likely to bring more children into a school catchment area which will impact on school rolls.

### Primary Schools

- 6.4 New and enlarged primary schools (incorporating nursery provision) will be required to mitigate the planned growth accordance the relevant department for education (DFE) guidance within the emerging Local Plan 2040.

### Site Specific Primary Education Infrastructure

#### Lichfield

- 6.5 At primary school level the strategic allocation to the north of Lichfield proposed within the emerging Local Plan 2040 (SHA1) will require education infrastructure provision comprising of a 2FE school and a 3FE school on an appropriately sized site in accordance the relevant department for education (DFE) guidance. Secondary provision will comprise of an 8FE school on an appropriately sized site in accordance the relevant Department for Education guidance.

## **Fradley**

- 6.6 The existing primary school (St Stephen's Primary School) located within the village is currently full, and recently expanded to its full potential of 2FE (420 places) to address some of the need generated by the adopted Local Plan. In addition, a new 1FE (210 place) primary school is proposed to be delivered in September 2022 within the Fradley Strategic Development Allocation (allocated within the adopted Local Plan). There is currently sufficient land to expand this 1FE primary school by 0.5FE (105 places) to a 1.5FE (315 places) primary school but insufficient land at either school site for any further expansion.

## **Whittington**

- 6.7 The existing primary school (Whittington Primary School) located just to the south of the village is at capacity and any further expansion could not be achieved without the acquisition of adjacent land next to the site. The development will therefore be expected to contribute financially to the delivery of primary school infrastructure in the local area to mitigate its impact.

## **Fazeley, Mile Oak & Bonehill**

- 6.8 The proposed strategic allocation adjacent to Fazeley, Mile Oak & Bonehill will generate primary education infrastructure need exceeding 1FE (210 places) but is of insufficient size to require 1.5FE (315 places). This infrastructure could be provided on site as part of the Strategic Housing Allocation. Initial studies show that there is the potential for the local primary school (Millfield Primary School) to expand from a 1FE to a 2FE which could provide an additional form of entry. However, this would not accommodate the whole need generated by the proposed development.

## **Secondary Schools**

- 6.9 Additional secondary school infrastructure will be required in Lichfield City to meet the needs of both generated by committed developments and the need which will be generated by the proposals within the emerging Local Plan 2040. A secondary school is proposed within the strategic allocation to the North of Lichfield City and will provide the secondary school infrastructure that is required to mitigate the impact from this development as well as further allocations across Lichfield District. This need forms part of the 8-10FE required to mitigate the total number of dwellings in the local plan. Presently expansion of existing secondary schools in Lichfield (Netherstowe and King Edward VI schools) are underway to assist in delivering school places for the adopted Local Plan.

## Community Provision

- 6.10 Community provision is covered primarily in the 'local infrastructure' section as this deals with a range of local needs, rather than wider strategic issues, and these issues vary from community to community.
- 6.11 Strategically, it is important that the IDP recognises the need to be flexible over the plan period, as the needs of the community will change over time. Therefore the IDP will need to pick these issues up as they arise - it is a 'living' document which will be regularly updated. It is particularly important that the needs of the voluntary sector and organisations supporting and developing communities are recognised and addressed.
- 6.12 Access to a community facility is a vital part of any residential development. Community facilities need to be provided as part of the Strategic Allocations within the adopted and emerging Local Plans and as such are also detailed local infrastructure chapter. Space should be flexible and able to accommodate a range of uses. There are no national or local standards for the provision of community facilities and there is scope for innovation, and details will need to be worked up which address the particular needs and issues of each development.
- 6.13 As a broad principle each facility should comprise the following as a minimum:
- Main hall large enough to accommodate sport activity which should be capable of being sub divided for smaller meetings / events;
  - Smaller rooms (minimum of two) for smaller meetings and to enable outreach facilities to be run from the facility. These rooms should be private as they are likely to be used, for example, by outreach health services or by the voluntary sector. In addition the police have stated that they will require a presence in new communities and will need a facility from which to operate - this shared community space could offer such a facility; and
  - Access to a secure outdoor area suitable for playing outdoor games etc.

## Health and Wellbeing

### Health centres/ doctors surgeries

- 6.14 The NHS is currently working towards delivering the Five Year Forward View, which commenced in October 2014 and sets out a clear direction for the NHS, focusing on communities and partnership working – across the whole public sector.
- 6.15 In June 2015, the Department of Health requested each Clinical Commissioning Group (CCG)/local health system to produce a Strategic Estates Plan setting out the vision for the estate. As a result of the Social Care and Health Act (2012), the main responsibilities for the NHS estate lie with individual Trusts, Community Health Partnerships and NHS Property Services. The GP estate is mainly independently owned by GPs, who are supported by NHS England. Strategic Estate Advisor services were provided to each health system on behalf of

the Department of Health by both Community Health Partnerships and NHS Property Services, with each CCG being allocated a designated advisor. The Staffordshire health economy is being advised by Community Health Partnerships.

- 6.16 The Staffordshire health economy consists of 6 defined areas – North Staffs, Stoke-on-Trent, Cannock Chase, South East Staffs and Seisdon Peninsula, Stafford and Surrounds and East Staffs, each of which is represented by its own CCG. There are also 5 Trusts that cover the area. Lichfield District is covered within the following CCG's; Cannock Chase; South East Staffs and Seisdon Peninsula and East Staffs.
- 6.17 In order to deliver the interim [Strategic Estates Plan \(SEP\)](#) by December 2015, the local health economy, through NHS England and Community Health Partnerships (CHP) established a Staffordshire wide Local Estates Forum, which brought together all the key health organisations to establish the priorities across the area. Focusing initially on Primary Care, due to the Primary Care Infrastructure Fund (PCIF) (now known as the Estates and Technology Transformation Fund (ETTF)), the interim SEP identified the current position of the health economy as well as key potential future opportunities.
- 6.18 The ETTF provided opportunities to transform primary care services and numerous possible schemes were identified and formed a part of this planning process and helped with the prioritisation of possible projects.
- 6.19 A crucial aspect of the Staffordshire health economy is that it works together as a whole area. This has now been further cemented through the STP (Sustainability and Transformation Plan) footprint, and as we progress on to the next steps of the strategic estates work, there is now full integration with the Provider Trusts as well. Through working across workstreams of the STP, there will be a joined up approach with the clinical strategies and the enablers for change, such as workforce, digital technology and the estate, enabling whole footprint transformation to be possible. This has enabled opportunities to be identified and will set the direction of travel for the years to come.
- 6.20 The NHS through the STP process are seeking to develop new models of care that are community based, these will incorporate enhanced primary care at scale, simplified models of urgent and emergency care and new care pathways, with planned care, wellbeing and prevention at the heart of the long-term strategy. These will all require reconfiguration of the infrastructure at a community level, with provision of new developments that enable co-location and co-delivery of services with partner organisation. An innovative approach to such integrated infrastructure models is already developing in Staffordshire with the intention of expanding and enhancing this across all districts within the STP footprint.
- 6.21 When the IDP was formulated, the main input in relation to infrastructure provision was provided by representatives of the relevant Primary Care Trusts (PCT). This is the most up to date information available at present, and will be updated accordingly:
- The PCT identified the need for new/additional provision in Burntwood and committed to the delivery one new health centre. This is currently in the process of being delivered;
  - In terms of Fradley, the PCT advised that there is currently no provision within Fradley itself, with residents using facilities at Alrewas and Lichfield. There is currently some limited additional capacity at practices within Lichfield. It is, however, recognised that

there is a health provision need in Fradley and it is expected that this will be reflected in the ongoing transformational work being undertaken by the NHS in order to ensure the sustainability of General Practice for the future.

- INF2 is the strategic policy for provision of community infrastructure in the emerging local plan. To supplement this, further iterations of the IDP will identify and develop information on ongoing health provision needs.

6.22 At this time the North Staffs NHS Trust have advised they are still gathering appropriate evidence but consider that additional funding will be required from each of the proposed housing developments to support Primary Care infrastructure needs for each area as identified above.

6.23 Through its Leisure and Operational service the District Council published in 2018 a [Health and Wellbeing Strategy](#). The strategy identifies three priority areas for action:

- Encourage people of all ages to have more active and healthy lifestyles and take control of their own health and wellbeing;
- Support older and vulnerable people in our communities to live and age well; and
- Improve workplace health, wellbeing and safety.

## **Accessibility**

6.24 Infrastructure planning needs to take account of the needs of people with restricted mobility. The Equality Act (2010) addresses many of these needs but there is much more that can be done through the early consideration of issues, and it is recommended that, as projects come forward through the infrastructure planning process the input of appropriate groups is sought at the earliest opportunity.

## **Residential care provision**

6.25 With the projected increase in the ageing population, allied to the development of both Supported Living arrangements for adults with Learning Disabilities and Mental Health Conditions, and the ongoing roll out of the Transforming Care programme for those with highly complex needs arising from Learning Disabilities and Autism, Staffordshire County Council has identified the need to increase the choice of housing and support options for young people and adults with a range of additional support needs and long term health conditions. Schemes will vary though the plan period with Staffordshire County Council continuing to assess ongoing need and leading on the commissioning of such provision.

6.26 Any relevant strategic schemes will be included in the IDP as the plan period progresses. Any new schemes will be notified well in advance as (due to the complex needs of the clients in most cases) accommodation and support needs will need to be very carefully planned. Finance for these schemes will come from the County Council for the most part, leveraging private sector investment from suitable care providers.

## Arts and Cultural Facilities

- 6.27 Arts and cultural facilities have been included under the 'health and wellbeing' subtitle due to their role in bringing communities together. In addition there is a desire for public art to be incorporated into new developments and this is expressed through the Concept Statements associated with the Strategic Allocations in both the adopted and emerging Local Plans.
- 6.28 Support should also be given to a range of other facilities, for example the Lichfield Garrick, and amenities as the plan period progresses which help to support the delivery of arts and culture, and other recreational activity across the District. Such assets and facilities could range from school and village halls and places of worship, parks and gardens, to more purpose built community centres, arts studios and workshops and more informal meeting places.

## Indoor Sports Provision

- 6.29 The [Sport England Facilities Planning Modelling](#) was updated in early 2018 and reinforced the need for the provision of a new comprehensive wet and dry leisure facility for Lichfield City.
- 6.30 The District Council are currently working on a project to create a new leisure facility to ensure that there are swimming pool and leisure facilities ready for when Friary Grange Leisure Centre closes to the public at the end of 2024.
- 6.31 In October 2019 Cabinet confirmed the Council's aspiration to invest in future leisure provision to address the limited life span of Friary Grange Leisure Centre with feasibility work on a new leisure centre commencing shortly after.
- 6.32 In September 2020, the Overview and Scrutiny Committee considered a report that puts forward a preferred site for the new Lichfield Leisure Centre at Stychbrook Park.

## Playing Pitches

- 6.33 The [Playing Pitch Strategy and Action Plan \(July 2020\)](#) has analysed local need, demand and potential participation rates relating to the main sports played in Lichfield District (football, rugby, cricket, hockey, tennis and bowls) and identifies areas of shortfall, of under-use and areas where provision could be improved.
- 6.34 The strategy aims to ensure that there are sufficient pitches and courts to cater for demand for both matches and training, and that facilities are of the required quality and to facilitate club development and participation at all levels.
- 6.35 At the strategic level, the Playing Pitch Strategy recommendations are:
- To protect the existing supply of outdoor sports facilities where it is needed for current and future needs;
  - To enhance outdoor facilities and ancillary facilities through improving quality and management of sites; and
  - To provide new outdoor sports facilities where there is current or future demand to do so.

- 6.36 In terms of current and future demand the below outlines current shortfall and future shortfall:

### **Playing Pitch Provision**

#### **Grass pitches**

Based on current demand, there is a shortfall of youth 9v9 football pitches but spare capacity on the remaining pitch types.

When accounting for future demand, a shortfall is also created in relation to mini football 5v5 pitches.

#### **3G pitches**

There is an insufficient supply of full size 3G pitches to meet current and anticipated future training demand for football based on the FA training model in Lichfield.

For rugby union, evidence suggests there is a need for a 3G pitch to service rugby union demand.

Overall, there is a current shortfall of 6.75 match equivalent sessions per week on rugby union pitches to meet current demand.

#### **Tennis**

There is a sufficient supply of courts to accommodate known club-based demand.

There is also spare capacity existing on non-club courts, meaning the focus should be on improving quality and encouraging further usage.

- 6.37 Local Policy INF4: Green infrastructure, open space and playing pitches in the emerging Local Plan 2040, supports the development of new playing fields and pitches where there is an identified and unmet demand in accordance with the latest playing pitch evidence.
- 6.38 Local infrastructure needs related to playing pitch provision is discussed in further detail in the Local Infrastructure Needs section of this document.

## **Community Safety**

- 6.39 The [Lichfield District Community Safety Delivery Plan](#) was published in 2020 and runs until 2023. Its delivery is supported by the Lichfield District Community Safety Assessment which provides the Community Safety Partnership and the Office of the Police Crime Commissioner.

- 6.40 The documents key aims and priorities include:

- Anti-social behaviour;
- Domestic Abuse;
- Burglary (car-key);
- Fraud;

- Awareness raising and public reassurance (Burglary [car key], fraud, modern day slavery, hate crime and prevent);
- County Lines; and
- Vulnerable Persons: alcohol.

6.41 The emerging Local Plan 2040 supports initiatives that deliver positive impacts identified within the most recent Community Safety Delivery Plan though Strategic Policy 6: Infrastructure and services that support healthy communities.

## Strategic Green Infrastructure

6.42 Natural England defines Green Infrastructure as 'a strategically planned and delivered network of high quality green spaces and other environmental features. It should be designed and managed as a multi-functional resource, capable of delivering a wide range of environmental and quality of life benefits for local communities. Green Infrastructure includes parks, open spaces, playing fields, woodlands, allotments and private gardens'.

6.43 During 2016 the District Council adopted the [Trees, Landscaping and Development SPD](#) the document addresses the retention, protection and incorporation of trees, hedgerows and woodlands as part of a sustainable development and the provision new green infrastructure through design and in particular landscape features. The [Biodiversity Development SPD](#) details Lichfield District Councils requirements for applicants to build nature conservation features into developments, ensuring that a measurable net-gain to the districts biodiversity is always achieved.

6.44 Staffordshire Wildlife Trust were commissioned by Lichfield District Council to carry out a strategic assessment of the districts biodiversity and habitat networks. The [Nature Recovery Network Mapping](#) document was published at the end of 2019 and outlines the existing picture of the districts nature network and describes key locations where habitats may be created or enhanced to contribute to nature's recovery.

6.45 There is an overall need to improve the District's Green Infrastructure in terms of particular locations, and improving linkages between sites. In some areas there are specific deficiencies, and, where evidence is available and specific solutions have been suggested these are detailed under the 'Local Infrastructure' section.

6.46 The [Open Space Assessment](#) was reviewed in 2020 the document covers the following categories:

- Provision for children and young people (equipped play, and less formal play);
- Amenity green space (for informal activity close to home or work);
- Natural / semi natural green space (Biodiversity, wildlife conservation and environmental education and awareness);
- Parks and gardens;
- Green corridors (such as walkways and cycleways);
- Water based recreation (such as lakes);

- Allotments (for growing own produce);
- Cemeteries and churchyards; and
- Civic spaces (providing the setting for public and community events, including theatres, religious and other cultural venues).

6.47 The Open Space Assessment identifies and reviews existing infrastructure in terms of quantity, quality and accessibility and goes on to identify areas of shortfall within the context of Local Plan Strategy HSC1: Open Space Standards and Policy OSR2: Open Space and Recreation and within policies INF4: Green Infrastructure, Open Space and Playing Pitches, INF5: New open space provision requirements and SP7: Participation in Sport and Physical Activity of the emerging Local Plan 2040. Shortfalls identified through the strategy are identified within the local infrastructure section of this document.

## **Cannock Chase Area of Outstanding Natural Beauty and the Cannock Chase SAC**

6.48 Designated in 1958 the Cannock Chase AONB under the National Parks and Access to Countryside Act 1949 it covers an area of 26 square miles and is designated as an AONB because of its beautiful landscape, its history and its wildlife.

6.49 The Cannock Chase AONB contains a Special Area of Conservation (SAC): a strictly regulated site protected by the European Habitats Directive and designated principally for its heathland habitat. Research has shown that 75% of all visitors to the Cannock Chase SAC are from within a 15km radius of the SAC. In the absence of mitigation, the planned level of residential growth within a 15 kilometre radius from the edge of Cannock Chase SAC is likely to have a significant effect on the SAC. The greater part of this effect would arise from development within a 0-8km zone as it has been determined through research that this zone would contribute the most visitors to the SAC. Lichfield District Council will need to provide measures for mitigating the impact of development upon the SAC in line with Policy NR7 of the current Local Plan Strategy.

6.50 A Cannock Chase SAC Partnership (of which Lichfield District Council is a partner) has been formed and has developed a programme of mitigation ([Strategic Access Management and Monitoring Measures \(SAMMM\)](#)) which forms the basis of a developer contributions scheme. This provides simplicity for planners and developers providing a consistent approach to the protection of the SAC from the significant effects of residential development contained in the Local Plans within 15km of the boundary of the SAC ([Appendix B](#)) through the delivery of the SAMMM.

6.51 The District Council has adopted a '[Cannock Chase Special Area of Conservation \(SAC\) Guidance to Mitigate the Impact of New Residential Development](#)' in March 2015 which sets out a mechanism for the calculation of developer contributions. This document details how sufficient mitigation can be delivered to ensure that planning decisions made by the District Council do not result in adverse effects on the integrity of the SAC. The current cost of £1.97 million for SAMMM measures necessary to enable the delivery of the planned housing

provision. Currently this authority and the Cannock Chase SAC partnership only require a financial contribution where a new residential property is within a 0-8km zone of the Cannock Chase SAC. Planning obligations associated with the SAC will be secured through combination of CIL funds and Section 106 obligations the detail of which is contained within the Infrastructure Funding Statement. Work is currently underway to update visitor study information and to review the levels of contributions required from development to mitigate impacts on the SAC from development.

- 6.52 Other forms of development within the 0-15km zone (as illustrated at [Appendix B](#)) which may give rise to additional visits to Cannock Chase SAC may need to carry out a Habitats Regulations Assessment (HRA). Participation in the developer contributions scheme is optional and applicants will need to conduct their own HRA if they do not wish to participate.
- 6.53 The Cannock Chase SAC partnership is also working together on developing further mitigation measures in relation to air quality impacts from future development on the Cannock Chase Special Area of Conservation and other nearby SAC and RAMSAR sites to address.

## Central Rivers Initiative

- 6.54 The Central Rivers Initiative is a partnership project to develop a network of thriving water based parks and nature reserves along the Trent and Tame river corridors , along with complementary infrastructure projects for example viewing towers, linked viewing areas and river trail, marina and hotel facilities and improved retail access. The partnership is between Staffordshire County Council, Lichfield District Council, Tamworth and East Staffordshire Borough Council, private Landowners, The National Forest, Canal and River Trust, Sport Across Staffordshire and Stoke-on-Trent, RSPB and Staffordshire Wildlife Trust. Funding will be via mineral companies, developer contributions, national Forest Company incentives, Environment Agency, Heritage Lottery Fund, Forestry Commission and Natural England Higher Level schemes. The IDP will be updated as the project progresses.
- 6.55 The 'Transforming the Trent Valley' Landscape Partnership Scheme has 36 environmental, cultural and community-led projects based primarily on the CRI area with extensions into the middle reaches of Trent catchment in Staffordshire and Derbyshire.
- 6.56 This has culminated in a successful application to HLF for £2.7 million funding of a £4.7 million costed scheme, with work beginning on the scheme in April 2019 and will last for 5 years. Not all of this project has an infrastructure priority but the project includes linking rivers and canal corridors, cycle paths and walking routes.
- 6.57 The project is likely to be ongoing throughout the plan period as opportunities arise. The total value of the project is £4.7 million. Work began on the scheme in April 2019 and is anticipated to last for 5 years.

## **Chasewater County Park and Site of Special Scientific Interest (SSSI)**

6.58 Significant infrastructure requirements are required to Chasewater Country Park in terms of maintenance, enhancement of landscape, protection of natural resources and the historic environment, promotion of public access and understanding of the countryside. Much of the site is a designated Site of Special Scientific Interest. In terms of heathland management, the site is a Higher Level Scheme (HLS) under the Defra administered Environmental Stewardship scheme which runs from 2007 to 2017. The five primary objectives of this scheme are:

- Wildlife conservation;
- Maintenance and enhancement of landscape quality and character;
- Natural resource protection;
- Protection of the historic environment;
- Promotion of public access and understanding of the countryside.

6.59 A wider programme of improvements to Chasewater Country Park, including creating and enhancing cycling/walking routes, improved signage and interpretation, improvements to play and fitness provision, improvements to facilities for people with mobility problems, development of a canopied seating area and a community facility are proposed by Staffordshire County Council who own the site.

## **River Mease Special Area of Conservation (SAC) and Site of Special Scientific Interest (SSSI)**

6.60 A River Restoration Plan has been developed for the River Mease and Gilwiskaw Brook to help achieve the objectives of the Habitats Directive and the Water Framework Directive, which are pieces of European legislation that aim for SAC rivers 'to achieve favourable condition and good ecological status respectively.

6.61 The Habitats Directive requires the potential effects of spatial and land use plans (i.e. Local Plans) on European sites such as the River Mease SAC to be assessed. The Developer Contribution Scheme (DCS) is the result of this assessment and provides a strategic approach to off-setting the negative effects of development.

6.62 All new housing and commercial development which contributes additional wastewater (and therefore phosphate) through a sewage treatment works which discharges into the River Mease catchment ([Appendix A](#)) will have a direct impact on water quality and will be required to provide developer contributions or undertake appropriate mitigation.

6.63 A number of projects, some taken from the River Restoration Plan are to be delivered within the first development window of the DCS (which equates to the removal of 700g/phosphate per day). Additional actions within this first development window also include the delivery of one silt trap and education.

6.64 Due to development pressures in other local authority areas within the River Mease catchment a second development window (DCS2) was developed in 2016 with the river

restoration schemes scheduled to remove 329g phosphate per day. Measures for mitigating the impact of development on the River Mease SAC are currently secured through S106 planning obligations. Further study work of the catchment area is currently being prepared in order to further identify how phosphate levels may be further reduced.

### **Restoring the Lichfield Link: Heathland projects**

- 6.65 The sustainable management of heathland across the District is a key priority. In addition to the works outlined at Chasewater County Park including Wharf Lane (above), heathland management schemes have been secured at Muckley Corner (Wall Butts Common), Pipehill Crossroads (pipe Hill Heathlands or Pipe Marsh Common) and Ironstone Road heathland. One of the key elements of the overarching project is to increase and improve green infrastructure links in relation to heathland across the District.

### **Canals**

- 6.66 The restoration of Lichfield and Hatherton Canals is being led by the Lichfield and Hatherton Canal Restoration Trust. The Lichfield Canal project is estimated to cost up to £50m in total and was implemented post 2016 in five phases. A package of funding will be required and possible sources of funding are likely to include developer contributions, the David Suchet Appeal, Member contributions, The Inland Waterways Association and other possible grant funding.

### **Woodlands and hedgerows**

- 6.67 Improvements to woodland and hedgerow areas and habitats for priority protected species, and the creation new woodlands, hedgerows and habitats for priority protected species will be addressed throughout the plan periods as opportunities arise.

### **National Forest**

- 6.68 The creation of new woodlands, other habitats and access enhancements are proposed within The National Forest. The delivery will be led by the National Forest Company and funding will be via the National Forest Company grants and the Countryside Stewardship Scheme, developers and minerals companies. The project will be delivered through the plan period and the IDP will be updated as the project progresses.

## **Local Nature Reserves**

- 6.69 Due to the transfer of management of Gentleshaw Common SSSI to Staffordshire Wildlife Trust the District Council will no longer seek to declare this site as a Local Nature Reserve in the short Term. 17 hectares of open space will to be declared over the plan period as a Local Nature Reserve (LNR) this includes Christian Fields, Muckley Corner Common, Pipehill Common and the at Ironstone Heaths.

## 7. Local Infrastructure Needs including Strategic Sites

- 7.1 This chapter sets out the infrastructure needs which relate specifically to local communities. It is divided up into needs which relate generically to each settlement, and those needs which relate specifically to the Strategic Development Allocations (SDAs), Allocations within the Broad Development Location (BDL) and the Rugeley Power Station allocation of the adopted Local Plan and the strategic housing allocations proposed within the emerging Local Plan 2040.
- 7.2 It should be noted that, developer contributions references differ to take into consideration when planning approval was gained, the adoption of CIL and the related version of the Infrastructure Funding Statement, the first [Infrastructure Funding Statement](#) was published in December 2020.
- 7.3 A majority of the SDA's have commenced works on site and are at various phases of delivery, with some having been completed. It is therefore possible that individual elements of infrastructure have been fully delivered or that a number of elements are currently partly delivered. This position is extremely fluid and therefore until the allocations have completed delivery the relevant site specific infrastructure needs tables (below) will continue to list the full infrastructure requirements.

### Lichfield City

- 7.4 Lichfield City's non site-specific infrastructure needs are covered primarily in the Strategic Infrastructure chapter (for example leisure, transport and town centre development) some of which have been identified by the City Centre Strategy which has been prepared in partnership with a range of organisations relating to Lichfield City. In terms of open space requirements, reference can be made to the details contained within the Open Space Assessment 2020, and in terms of playing pitch, tennis and bowls provision, the Playing Pitch, Strategy and Action Plan 2020 should be utilised.
- 7.5 Within the adopted Local Plan are the following Strategic Development Allocations (SDAs) are currently either under construction or have yet to commence. Each SDA will require infrastructure provision informed by their respective policies and concept statements within the adopted Local Plan and as set out below:
- South of Lichfield SDA;
  - Cricket Lane South of Lichfield SDA;
  - Deans Slade South of Lichfield SDA; and
  - East of Lichfield (Streethay) SDA.
- 7.6 There are a further four strategic housing allocations proposed within the emerging Local Plan to 2040 which require relevant infrastructure, of which the following lies adjacent to Lichfield City:
- Strategic House Allocation 1 (SHA1) – North of Lichfield

## South of Lichfield SDA

- 7.7 450 homes will be delivered to the South of Lichfield. Development commenced on site in late 2020.
- 7.8 The following infrastructure is needed to serve the site and to ensure that it links to its surroundings effectively (in addition to contributions to the provision of strategic infrastructure).

<b>South of Lichfield SDA site specific infrastructure needs</b>				
<b>Infrastructure Requirement South of Lichfield SDA</b>	<b>Cost</b>	<b>Funding</b>	<b>Phasing</b>	<b>Delivery Lead</b>
<b>Physical Infrastructure</b>				
Developer to deliver on-site section of the bypass from London Road to the railway embankment, (also protecting the route of the Lichfield Canal), through S278 agreement and as part of wider scheme to complete the bypass (see Strategic Infrastructure). Design of the internal road network to accord with the Manual for Streets.	See Strategic Infrastructure section	Developer / S106 or S278 (in relation to onsite works), bypass completion involving underbridge construction is a wider scheme not just related to this SDA) See Strategic Infrastructure Section	Work to begin at outset of development to allow for construction traffic to access the site.	Developer with Staffordshire County Council
Enhance bus routes and increase frequency of services to provide a convenient and well designed service connecting all new neighbourhoods and provide links into Lichfield City Centre and local railway stations. All proposed development should be within 350m of a bus stop. Two new 20 minute frequency bus services are required to link the new South of Lichfield allocation (s) to the city centre to ensure linkages to existing bus station, Train Stations local shops and education provision.	Will vary	Developer with Staffordshire County Council and service providers.	Alongside first occupation	Developer with Staffordshire County Council and service providers.
Cycle and pedestrian movement to be direct, safe, convenient, attractive and overlooked and will be supported by an internal network	Will vary	S106	Prior to first occupation	Developer with Staffordshire County Council

<b>South of Lichfield SDA site specific infrastructure needs</b>				
<b>Infrastructure Requirement South of Lichfield SDA</b>	<b>Cost</b>	<b>Funding</b>	<b>Phasing</b>	<b>Delivery Lead</b>
of green corridors to link to those beyond the development and allow for access to the countryside and to Lichfield City Centre. Integration of safer cycle and pedestrian routes to existing and proposed schools, to encourage walking and cycling for young people will be a priority.				
Smarter Travel Choices will be promoted to ensure residents are aware of the options available to them to reduce car usage.	Will vary	See Strategic Infrastructure (transport)	Alongside occupation	Developer with Staffordshire County Council
Measures to address water supply and waste water treatment (see Strategic Infrastructure).	Will vary - see Strategic Infrastructure	See Strategic Infrastructure	To be agreed between developer and utilities companies.	Developer with South Staffs Water and Severn Trent Water.
Relocation / provision of existing utilities infrastructure	Will vary	Developer and utilities companies	To be agreed between developer and utilities companies.	Developer with utilities companies.
Provision of any necessary flood mitigation measures, the provision of sustainable drainage and a sustainable management strategy for the maintenance of these.	Costs will vary	Developer, possibly S106 depending on design of scheme.	Alongside construction	Developer with Environment Agency.
Measures for mitigating the impacts of the adjacent railway line will be incorporated.	Costs will vary	Developer	Alongside construction	Developer
High speed broadband shall be incorporated within new developments.	Will vary	Developer	Alongside construction	Developer
<b>Social and Community Infrastructure</b>				
A mix of house types, sizes and tenures and an appropriate level of affordable housing in accordance with adopted Development Management policies H1 and H2 of the Local Plan. The affordable housing shall include a mix of tenure to meet housing needs and will be pepper-potted within the development and shall be indistinguishable from open market housing.	Cost will vary	Will vary - developers, public funding, S106, grant funding, Registered providers, housing associations, charitable bodies etc.	As part of the delivery	Developer in partnership with other organisations as applicable.

<b>South of Lichfield SDA site specific infrastructure needs</b>				
<b>Infrastructure Requirement South of Lichfield SDA</b>	<b>Cost</b>	<b>Funding</b>	<b>Phasing</b>	<b>Delivery Lead</b>
New primary school, one Form Entry (FE) providing for 210 places plus nursery provision. This requires a site of 12,000m <sup>2</sup> and must be in a location accessible by public transport and cycle / pedestrian routes. Additional land is being sought by SCC to provide future flexibility, to enable a further 1FE expansion to be accommodated. The development will be required to make a financial contribution towards the build cost of a 1FE school and provide 2 hectares of land for education purposes. The additional land will be required to create a larger school, which will incorporate the need arising from the Cricket Lane Site and to address the wider planned housing growth in the south of the city.	£4.256m (1FE)	S106 and Staffordshire County Council	Phasing / trigger points to be agreed with Staffordshire County Council	Developer with Staffordshire County Council
Community centre to be delivered as part of a community 'hub' and potentially linking to the school in line with details set out under 'strategic infrastructure'.	£800,000	S106.	Alongside development of the site.	Developer in partnership with Lichfield District Council and / or City Council.
New community 'hub' to be provided within the Central Neighbourhood Area to include class E use (formerly A1 to A5 of the General Permitted Development (Amendment) order 2005). The hub must also incorporate, or be adjacent to, facilities which can be used for playing pitches, sport and recreation.	Cost will vary	Developer.	Alongside development of the site.	Developer.
Playing pitches and changing / pavilion space to be provided at a minimum level of 1.23ha per 1000 population in line with adopted Development Management policy HSC2. For this site this is 1.27ha min.	Will vary	S106	Alongside development of the site, with an ongoing programme for maintenance.	Developer in partnership with Lichfield District Council, City Council and local sports clubs and organisations as applicable.

<b>South of Lichfield SDA site specific infrastructure needs</b>				
<b>Infrastructure Requirement South of Lichfield SDA</b>	<b>Cost</b>	<b>Funding</b>	<b>Phasing</b>	<b>Delivery Lead</b>
Equipped play area to be provided in a safe and accessible location, to ensure that all parts of the development are within 480m / 10 minutes' walk time of an equipped play facility in line with adopted Development Management Policy HSC1.	Will vary	S106	Alongside development of the site, with an ongoing programme for maintenance.	Developer in partnership with Lichfield District Council and Lichfield City Council.
Amenity Green Space to be provided at a minimum rate of 1.43ha per 1000 population and to ensure all residents are within 480m / 10 minutes' walk time of an amenity green space in line with adopted Development Management Policy HSC1. For this site this is 1.48ha min.	Will vary	S106	Alongside development of the site, with an ongoing programme for maintenance.	Developer in partnership with Lichfield District Council and Lichfield City Council.
New allotment space to be provided at a minimum rate of 1 plot (150sq.m.) per 32 households in line with Development Management Policy HSC1 in the adopted Local Plan. For this site this is 14 plots min.	Will vary	S106	Alongside development of the site, with an ongoing programme for management.	Developer in partnership with Lichfield District Council and Lichfield City Council and Allotments Society.
Contributions to secondary / post 16 education, and improved leisure facilities for Lichfield City as detailed under 'Strategic Infrastructure'.	See Strategic Infrastructure	CIL (see Strategic Infrastructure)	See Strategic Infrastructure.	See Strategic Infrastructure.
Public art to be a feature of the development	Will vary	S106	By completion	Developer in partnership with Lichfield District Council and Lichfield City Council and local arts organisations.
<b>Green infrastructure</b>				
All new landscaping must assist in assimilating this development into the wider landscape and topography.	Will vary	Developer	Alongside development of the site, with an ongoing programme for maintenance.	Developer
A continuous open space network must be provided along the course	Will vary	S106/CIL where	Alongside development	Developer working with

<b>South of Lichfield SDA site specific infrastructure needs</b>				
<b>Infrastructure Requirement South of Lichfield SDA</b>	<b>Cost</b>	<b>Funding</b>	<b>Phasing</b>	<b>Delivery Lead</b>
of the Lichfield Canal route giving access to future waterside recreation uses. The linear form of this corridor will be opened up in places to provide public amenity space. Works to include the provision of a new road bridge over the lowered canal channel, a section of new canal channel and any further necessary works to facilitate its integration with a wider open space and green infrastructure network. Opportunity for surface water management into the canal channel to discharge downstream.		applicable See Reg 123 list.	of the site, with an ongoing programme for maintenance.	the Lichfield Canal Restoration Trust
A network of green spaces will be integrated into the development to reflect the standards set out in the following Development Management Policies within the adopted Local Plan; including adopted policies HSC1 and HSC2 (see also 'social and community' infrastructure). These need to be carefully designed to take into account natural surveillance and the amenity of neighbouring residents.	Will vary	Developer / S106	Alongside development of the site, with an ongoing programme for maintenance.	Lichfield District Council with developer and in partnership with others as applicable.
Areas of biological interest or grassland habitat will be protected and, where possible integrated as part of the open spaces network.	Will vary	Developer / S106	Alongside development of the site, with an ongoing programme for maintenance.	Lichfield District Council with developer and in partnership with others as applicable.
Existing natural features, including quality hedgerows and significant trees will be incorporated within the layout. New landscaping and planting will be sited and selected to include sufficient tree canopy cover across the site to deliver landscape - related climate-change adaptation, urban cooling, shade and shelter and visually enhance the development. Parks, open spaces, streets and public areas must incorporate	Will vary	Developer CIL / S106	Alongside development of the site with an ongoing programme for maintenance.	Lichfield District Council with developer and in partnership with others as applicable.

<b>South of Lichfield SDA site specific infrastructure needs</b>				
<b>Infrastructure Requirement South of Lichfield SDA</b>	<b>Cost</b>	<b>Funding</b>	<b>Phasing</b>	<b>Delivery Lead</b>
sufficient space above and below ground to enable large canopy trees to develop to maturity.				
The development will include the retention and enhancement of existing quality hedgerows and significant trees and habitat within the site and to its edges.	Will vary	Developer / S106	Alongside development of the site, to be completed by 2019 with an ongoing programme for maintenance.	Lichfield District Council with developer and in partnership with others as applicable.

### **Cricket Lane South of Lichfield SDA**

- 7.9 A minimum of 450 homes and approximately 12 hectares of employment land will be delivered at Cricket Lane SDA. The development of this site has not yet commenced, however a planning application has been submitted but is yet to be determined.
- 7.10 The following infrastructure is needed to serve the site and to ensure that it links to its surroundings effectively (in addition to contributions to the provision of strategic infrastructure).

<b>Cricket Lane South of Lichfield site specific infrastructure needs</b>				
<b>Infrastructure Requirement Cricket Lane SDA</b>	<b>Cost</b>	<b>Funding</b>	<b>Phasing</b>	<b>Delivery Lead</b>
<b>Physical Infrastructure</b>				
Enhance bus routes and increase frequency of services to provide a convenient and well designed service connecting all new neighbourhoods and provide links into Lichfield City Centre and local railway stations. All proposed development should be within 350m of a bus stop.	Will vary	Developer with Staffordshire County Council and service providers.	Alongside first occupation	Developer with Staffordshire County Council and service providers
Cycle and pedestrian movement to be direct, safe, convenient, attractive and overlooked and will be supported by an internal network of green corridors to link to those beyond the development and allow for access to the countryside and to Lichfield City Centre. Integration of	Will vary	Developer and S106	Prior to first occupation	Developer with Staffordshire County Council

<b>Cricket Lane South of Lichfield site specific infrastructure needs</b>				
<b>Infrastructure Requirement Cricket Lane SDA</b>	<b>Cost</b>	<b>Funding</b>	<b>Phasing</b>	<b>Delivery Lead</b>
safer cycle and pedestrian routes to existing and proposed schools, to encourage walking and cycling for young people will be a priority. Provision of safe crossing points for both London and Tamworth Roads.				
Design of the internal road network to accord with the Manual for Streets.	Will vary	Developer	Alongside first occupation	Developer with Staffordshire County Council
Smarter Travel Choices will be promoted to ensure residents are aware of the options available to them to reduce car usage.	Will vary	See Strategic Infrastructure (transport)	Alongside first occupation	Developer with Staffordshire County Council
Measures to address water supply and waste water treatment (see Strategic Infrastructure).	Will vary - see Strategic Infrastructure	See Strategic Infrastructure.	To be agreed between developer and utilities companies.	Developer with South Staffs Water and Severn Trent Water.
Relocation / provision of existing utilities infrastructure.	Will vary	Developer and utilities companies.	Prior to development taking place	Developer with utilities companies.
Provision of any necessary flood mitigation measures, the provision of sustainable drainage and a sustainable management strategy for the maintenance of these.	Costs will vary	Developer, possibly with CIL / S106 depending on design of scheme.	Alongside construction to commence at the beginning of delivery phase.	Developer with Environment Agency.
Measures for mitigating the impacts of the adjacent road network.	Costs will vary	Developer	Alongside construction to commence at the beginning of delivery phase,	Developer
High speed broadband shall be incorporated within new developments.	Will vary	Developer	Alongside construction	Developer
<b>Social and Community Infrastructure</b>				
A mix of house types, sizes and tenures and an appropriate level of affordable housing in accordance with Development Management policies H1 and H2 of the adopted Local Plan. The affordable housing	Costs will vary	Will vary - developers, public funding, S106, grant funding, Registered	Throughout construction phase.	Developer in partnership with other organisations as applicable.

<b>Cricket Lane South of Lichfield site specific infrastructure needs</b>				
<b>Infrastructure Requirement Cricket Lane SDA</b>	<b>Cost</b>	<b>Funding</b>	<b>Phasing</b>	<b>Delivery Lead</b>
shall include a mix of tenure to meet housing needs and will be pepper-potted within the development and shall be indistinguishable from open market housing.		providers, housing associations, charitable bodies etc.		
Playing pitches and changing / pavilion space to be provided at a minimum level of 1.23ha per 1000 population in line with adopted Development Management policy HSC2. For this site this is 1.27ha min.	Will Vary	S106	Alongside development of the site, to be completed at full construction stage with an ongoing programme for maintenance .	Developer in partnership with Lichfield District Council, Parish Council and local sports clubs and organisations as applicable.
Equipped play area to be provided in a safe and accessible location, to ensure that all parts of the development are within 480m / 10 minutes' walk time of an equipped play facility in line with adopted Development Management Policy HSC1.	Will vary	S106	Alongside development of the site, to be completed by full construction stage with an ongoing programme for maintenance .	Developer in partnership with Lichfield District Council and Lichfield City Council.
Amenity Green Space to be provided at a minimum rate of 1.43ha per 1000 population and to ensure all residents are within 480m / 10 minutes' walk time of an amenity green space in line with the adopted Development Management Policy HSC1. For this site this is 1.48ha min.	Will vary	Developers / S106	Alongside development of the site, to be completed by full construction stage with an ongoing programme for maintenance .	Developer in partnership with Lichfield District Council and Lichfield City Council.
New allotment space to be provided at a minimum rate of 1 plot (150sq.m.) per 32 households in line	Will vary	Developers / CIL or S106	Alongside development of the site, to	Developer in partnership with Lichfield District

<b>Cricket Lane South of Lichfield site specific infrastructure needs</b>				
<b>Infrastructure Requirement Cricket Lane SDA</b>	<b>Cost</b>	<b>Funding</b>	<b>Phasing</b>	<b>Delivery Lead</b>
with adopted Development Management Policy HSC1. For this site this is 14 plots min.			be completed by full construction stage with an ongoing programme for management .	Council and Lichfield City Council and Allotments Society.
Further to table 5.1 (primary school), contribution towards expansion of the new primary school on the South of Lichfield SDA to 2FE	1FE at £4.256m	Developers / CIL or S106	Throughout construction phase.	Developer with Staffordshire County Council
Contributions to secondary / post 16 education, and improved leisure facilities for Lichfield City as detailed under 'Strategic Infrastructure '.	See Strategic Infrastructure	CIL (see Strategic Infrastructure)	See Strategic Infrastructure e.	See Strategic Infrastructure.
Public art to be a feature of the development	Will vary	S106 or CIL	By full construction stage.	Developer in partnership with Lichfield District Council and Lichfield City Council and local arts organisations.
<b>Green Infrastructure</b>				
All new landscaping must assist in assimilating this development into the wider landscape and topography.	Will vary	Developer	Alongside development of the site, to be completed by full construction stage with an ongoing programme for maintenance .	Developer
A continuous open space network must be provided along the course of the Lichfield Canal route giving access to future waterside recreation uses. The linear form of this corridor will be	Will vary	Developer / S106 And CIL where applicable	Alongside development of the site, to be completed	Developer working with the Lichfield Canal Restoration Trust

<b>Cricket Lane South of Lichfield site specific infrastructure needs</b>				
<b>Infrastructure Requirement Cricket Lane SDA</b>	<b>Cost</b>	<b>Funding</b>	<b>Phasing</b>	<b>Delivery Lead</b>
opened up in places to provide public amenity space. Works to include the provision of a new road bridge over the lowered canal channel, and any further necessary works to facilitate its integration with a wider open space and green infrastructure network.			by full construction stage with an ongoing programme for maintenance .	
A network of green spaces will be integrated into the development to reflect the standards set out in the adopted Development Management Policies HSC1 and HSC2 (see also 'social and community' infrastructure). These need to be carefully designed to take into account natural surveillance and the amenity of neighbouring residents.	Will vary	Developer / S106	Alongside development of the site, to be completed by full construction stage with an ongoing programme for maintenance .	Lichfield District Council with developer and in partnership with others as applicable.
Areas of biological interest or grassland habitat will be protected and, where possible integrated as part of the open spaces network.	Will vary	Developer / S106	Alongside development of the site, to be completed by full construction stage with an ongoing programme for maintenance .	Lichfield District Council with developer and in partnership with others as applicable.
Existing natural features, including quality hedgerows and significant trees will be incorporated within the layout. New landscaping and planting will be sited and selected to include sufficient tree canopy cover across the site to deliver landscape - related climate-change adaptation, urban cooling, shade and shelter and visually enhance the development. Parks, open spaces, streets and public areas must incorporate sufficient space above and below ground to	Will vary	Developer CIL / S106	Alongside development of the site, to be completed by full construction stage with an ongoing programme for maintenance .	Lichfield District Council with developer and in partnership with others as applicable.

<b>Cricket Lane South of Lichfield site specific infrastructure needs</b>				
<b>Infrastructure Requirement Cricket Lane SDA</b>	<b>Cost</b>	<b>Funding</b>	<b>Phasing</b>	<b>Delivery Lead</b>
enable large canopy trees to develop to maturity.				
The development will include the retention and enhancement of exiting quality hedgerows and significant trees and habitat within the site and to its edges.	Will vary	Developer / S106	Alongside development of the site, to be completed by full construction stage with an ongoing programme for maintenance	Lichfield District Council with developer and in partnership with others as applicable.

### **Deans Slade South of Lichfield SDA**

- 7.11 475 homes will be delivered to the South of Lichfield at Deans Slade. Development of the site commenced in 2020.
- 7.12 The following infrastructure is needed to serve the site and to ensure that it links to its surroundings effectively (in addition to contributions to the provision of strategic infrastructure).

<b>Deans Slade South of Lichfield SDA site specific infrastructure needs</b>				
<b>Infrastructure Requirement Deans Slade SDA</b>	<b>Cost</b>	<b>Funding</b>	<b>Phasing</b>	<b>Delivery Lead</b>
<b>Physical infrastructure</b>				
Enhance bus routes and increase frequency of services to provide a convenient and well designed service connecting all new neighbourhoods and provide links into Lichfield City Centre and local railway stations. All proposed development should be within 350m of a bus stop. Two new 20 minute frequency bus services are required to link the new South of Lichfield allocation (s) to the city centre to ensure linkages to existing bus station, Train Stations local shops and education provision.	Will vary	Developer with Staffordshire County Council and service providers.	Alongside first occupation	Developer with Staffordshire County Council and service providers

<b>Deans Slade South of Lichfield SDA site specific infrastructure needs</b>				
<b>Infrastructure Requirement</b>	<b>Cost</b>	<b>Funding</b>	<b>Phasing</b>	<b>Delivery Lead</b>
<b>Deans Slade SDA</b>				
Cycle and pedestrian movement to be direct, safe, convenient, attractive and overlooked and will be supported by an internal network of green corridors to link to those beyond the development and allow for access to the countryside, local community facilities (linked to other nearby developments) and to Lichfield City Centre. Integration of safer cycle and pedestrian routes to existing and proposed schools, to encourage walking and cycling for young people will be a priority. Provision of safe crossing points linking to the commercial facilities, the South Lichfield SDA and the wider urban area.	Will vary	Developer and S106	Prior to first occupation	Developer with Staffordshire County Council
Contribution towards the delivery of the Lichfield Southern Bypass to connect to the wider development to the south of Lichfield.	See 'Strategic Infrastructure' for bypass details	Developer and S106 or S278	Alongside delivery of site	Developer with Staffordshire County Council
Design of the internal road network to accord with the Manual for Streets.	Will vary	Developer	Alongside first occupation	Developer with Staffordshire County Council
Smarter Travel Choices will be promoted to ensure residents are aware of the options available to them to reduce car usage.	Will vary	See Strategic Infrastructure (transport)	Alongside first occupation	Developer with Staffordshire County Council
Measures to address water supply and waste water treatment (see Strategic Infrastructure).	Will vary - see Strategic Infrastructure	See Strategic Infrastructure.	To be agreed between developer and utilities companies.	Developer with South Staffs Water and Severn Trent Water.
Relocation / provision of existing utilities infrastructure.	Will vary	Developer and utilities companies.	Prior to development taking place.	Developer with utilities companies.
Provision of any necessary flood mitigation measures, the provision of sustainable drainage and a sustainable management strategy for the maintenance of these.	Costs will vary	Developer, possibly with CIL / S106 depending on design of scheme.	Alongside construction to begin on commencement.	Developer with Environment Agency.
Measures for mitigating the impacts of the adjacent road and rail network.	Costs will vary	Developer	Alongside construction to begin on	Developer

<b>Deans Slade South of Lichfield SDA site specific infrastructure needs</b>				
<b>Infrastructure Requirement</b>	<b>Cost</b>	<b>Funding</b>	<b>Phasing</b>	<b>Delivery Lead</b>
<b>Deans Slade SDA</b>			commencement.	
High speed broadband shall be incorporated within new developments.	Will vary	Developer	Alongside construction	Developer
<b>Social and Community Infrastructure</b>				
A mix of house types, sizes and tenures and an appropriate level of affordable housing in accordance with adopted Development Management policies H1 and H2 of the Local Plan. The affordable housing shall include a mix of tenure to meet housing needs and will be pepper-potted within the development and shall be indistinguishable from open market housing.	Costs will vary	Will vary - developers, public funding, S106, grant funding, Registered providers, housing associations, charitable bodies etc.	Throughout construction phase.	Developer in partnership with other organisations as applicable.
Playing pitches and changing / pavilion space to be provided at a minimum level of 1.23ha per 1000 population in line with adopted Development Management policy HSC2. For this site this is 1.27ha min.	Indicative cost for a playing pitch between £60,000 and £100,000 depending on local circumstances. Changing block costs £250,000 (2 team) or £350,000 (4 team).	S106	Alongside development of the site, to be completed by 2026 with an ongoing programme for maintenance.	Developer in partnership with Lichfield District Council, Parish Council and local sports clubs and organisations as applicable.
Equipped play area to be provided in a safe and accessible location, to ensure that all parts of the development are within 480m / 10 minutes' walk time of an equipped play facility in line with adopted Development Management Policy HSC1.	Will vary	S106	Alongside development of the site, to be completed by full construction stage with an ongoing programme for maintenance.	Developer in partnership with Lichfield District Council and Lichfield City Council.

<b>Deans Slade South of Lichfield SDA site specific infrastructure needs</b>				
<b>Infrastructure Requirement</b>	<b>Cost</b>	<b>Funding</b>	<b>Phasing</b>	<b>Delivery Lead</b>
<b>Deans Slade SDA</b> Provision of a District Park to define the southern side of the development (to be retained within Green Belt), as defined in the concept statement for the SDA.	Will vary	S106	Alongside development of the site, to be completed by full construction stage with an ongoing programme for maintenance .	Developer in partnership with Lichfield District Council and Lichfield City Council.
Amenity Green Space to be provided at a minimum rate of 1.43ha per 1000 population and to ensure all residents are within 480m / 10 minutes' walk time of an amenity green space in line with adopted Development Management Policy HSC1. For this site this is 1.48ha min. This needs to be considered in light of the provision of the District Park (see above).	Will vary	Developers / S106	Alongside development of the site, to be completed by full construction stage with an ongoing programme for maintenance .	Developer in partnership with Lichfield District Council and Lichfield City Council.
New allotment space to be provided at a minimum rate of 1 plot (150sq.m.) per 32 households in line with adopted Development Management Policy HSC1. For this site this is 14 plots min.	Will vary	Developers / CIL or S106	Alongside development of the site, to be completed by full construction stage with an ongoing programme for management .	Developer in partnership with Lichfield District Council and Lichfield City Council and Allotments Society.
New primary school, one Form Entry (FE) providing for 210 places plus nursery provision. This requires a site of 12,000m <sup>2</sup> and must be in a location accessible by public transport and cycle / pedestrian routes. This will provide for the needs generated by the site itself plus cumulative need in	£4.256m	S106 and Staffordshire County Council	Phasing / trigger points to be agreed with Staffordshire County Council	Developer with Staffordshire County Council

<b>Deans Slade South of Lichfield SDA site specific infrastructure needs</b>				
<b>Infrastructure Requirement</b>	<b>Cost</b>	<b>Funding</b>	<b>Phasing</b>	<b>Delivery Lead</b>
<b>Deans Slade SDA</b>				
relation to development for Lichfield ( See Strategic Infrastructure, Primary Education)				
Contributions to secondary / post 16 education, and improved leisure facilities for Lichfield City as detailed under 'Strategic Infrastructure '.	See strategic infrastructure	CIL (see Strategic Infrastructure )	See Strategic Infrastructure.	See Strategic Infrastructure
Public art to be a feature of the development	Will vary	S106	By full construction stage.	Developer in partnership with Lichfield District Council and Lichfield City Council and local arts organisations.
<b>Green Infrastructure</b>				
All new landscaping must assist in assimilating this development into the wider landscape and topography.	Will vary	Developer	Alongside development of the site, to be completed by full construction stage with an ongoing programme for maintenance .	Developer
A continuous open space network must be provided along the course of the Lichfield Canal route giving access to future waterside recreation uses. The linear form of this corridor will be opened up in places to provide public amenity space. Works to include the provision of a new road bridge over the lowered canal channel and any further necessary canal channel works, to facilitate its integration with a wider open space and green infrastructure network.	Will vary	Developer / S106	Alongside development of the site, to be completed by full construction stage with an ongoing programme for maintenance .	Developer working with the Lichfield Canal Restoration Trust

<b>Deans Slade South of Lichfield SDA site specific infrastructure needs</b>				
<b>Infrastructure Requirement</b>	<b>Cost</b>	<b>Funding</b>	<b>Phasing</b>	<b>Delivery Lead</b>
<b>Deans Slade SDA</b> A network of green spaces will be integrated into the development to reflect the standards set out in adopted Development Management Policies HSC1 and HSC2 (see also 'social and community' infrastructure). These need to be carefully designed to take into account natural surveillance and the amenity of neighbouring residents.	Will vary	Developer / S106	Alongside development of the site, to be completed by full construction stage with an ongoing programme for maintenance .	Lichfield District Council with developer and in partnership with others as applicable.
Areas of biological interest or grassland habitat will be protected and, where possible integrated as part of the open spaces network.	Will vary	Developer / S106	Alongside development of the site, to be completed by full construction stage with an ongoing programme for maintenance .	Lichfield District Council with developer and in partnership with others as applicable.
Existing natural features, including quality hedgerows and significant trees will be incorporated within the layout. New landscaping and planting will be sited and selected to include sufficient tree canopy cover across the site to deliver landscape - related climate-change adaptation, urban cooling, shade and shelter and visually enhance the development. Parks, open spaces, streets and public areas must incorporate sufficient space above and below ground to enable large canopy trees to develop to maturity.	Will vary	Developer CIL / S106	Alongside development of the site, to be completed by full construction stage with an ongoing programme for maintenance .	Lichfield District Council with developer and in partnership with others as applicable.
The development will include the retention and enhancement of exiting quality hedgerows and significant trees and habitat within the site and to its edges.	Will vary	Developer / S106	Alongside development of the site, to be completed by full	Lichfield District Council with developer and in partnership with others as applicable.

<b>Deans Slade South of Lichfield SDA site specific infrastructure needs</b>				
<b>Infrastructure Requirement</b>	<b>Cost</b>	<b>Funding</b>	<b>Phasing</b>	<b>Delivery Lead</b>
<b>Deans Slade SDA</b>			construction stage with an ongoing programme for maintenance	

### **East of Lichfield (Streethay) SDA**

- 7.13 750 homes will be delivered to the East of Lichfield north of Streethay. Development has commenced on site with a majority of the dwellings having been completed, along with some infrastructure including Streethay Primary School which is now open to pupils.
- 7.14 The following infrastructure is needed to serve the site and to ensure that it links to its surroundings effectively (in addition to contributions to the provision of strategic infrastructure).

<b>East of Lichfield (Streethay) SDA site specific infrastructure needs</b>				
<b>Infrastructure Requirement East of Lichfield SDA</b>	<b>Cost</b>	<b>Funding</b>	<b>Phasing</b>	<b>Delivery Lead</b>
<b>Physical infrastructure</b>				
Two new junctions, accessed at either end of the existing settlement will be provided to serve the proposed development. The northern junction will be appropriately and safely designed so as not to restrict, and, where possible, improve the flow of traffic on to the strategic highway network (A38). Any measures will need to be modelled to ensure they are an effective solution and will be capable of delivery. The design of the internal road network to accord with the Manual for Streets.	To be confirmed between developer, Staffordshire County Council and Highways Agency.	Developer S278 or S106	To be agreed between the developer and Staffordshire County Council / Highways agency.	Developer with Staffordshire County Council and Highways Agency.
The development will provide safe crossing points to allow for the safe movement of pedestrians and cyclists from within the existing settlements of Streethay to the SDA and its amenities, particularly with regard to the primary school, social and community facilities and green spaces.	Will vary. Indicative cost of a pedestrian crossing is around £60,000 but other options also to be considered.	S106	Prior to first occupation	Developer with Staffordshire County Council

<b>East of Lichfield (Streethay) SDA site specific infrastructure needs</b>				
<b>Infrastructure Requirement East of Lichfield SDA</b>	<b>Cost</b>	<b>Funding</b>	<b>Phasing</b>	<b>Delivery Lead</b>
Traffic management measures and pedestrian improvements on the A5127. Existing footpaths on Burton Road will be improved and widened where necessary to enhance the pedestrian linkages from the site to Lichfield Trent Valley Station.	To be confirmed between developer and Staffordshire County Council	S106 / S278	Prior to completion	Developer with Staffordshire County Council
Increased frequency and enhanced provision of bus services to provide a convenient and well designed service connecting all new neighbourhoods and providing links into Lichfield City Centre and local railway stations. All proposed development should be within 350m of a bus stop.	Will vary	Developer with service providers.	Alongside first occupation	Developer with Staffordshire County Council and service providers.
Cycle and pedestrian movement to be direct, safe, convenient, attractive and overlooked and will be supported by an internal network of green corridors to link to those beyond the development and allow for access to the countryside and to Lichfield City Centre. Integration of safer cycle and pedestrian routes to existing and proposed schools, to encourage walking and cycling for young people will be a priority. Linkages will be provided to the existing footbridge over the West Coast Main Line, and shall be integrated into the development to assist in the safe movement of pedestrians and cyclists into the City.	Will vary	S106	Alongside first occupation	Developer with Staffordshire County Council.
Smarter Travel Choices will be promoted to ensure residents are aware of the options available to them to reduce car usage.	Will vary	See Strategic Infrastructure (transport)	Alongside first occupation	Developer with Staffordshire County Council
Measures to address water supply and waste water treatment (see Strategic Infrastructure).	Will vary - see Strategic Infrastructure	See Strategic Infrastructure.	To be agreed between developer and utilities companies.	Developer with South Staffs Water and Severn Trent Water.
Relocation / provision of existing utilities infrastructure.	Will vary	Developer and utilities companies.	Prior to development taking place.	Developer with utilities companies.

<b>East of Lichfield (Streethay) SDA site specific infrastructure needs</b>				
<b>Infrastructure Requirement East of Lichfield SDA</b>	<b>Cost</b>	<b>Funding</b>	<b>Phasing</b>	<b>Delivery Lead</b>
Provision of any necessary flood mitigation measures, the provision of sustainable drainage and a sustainable management strategy for the maintenance of these.	Costs will vary	Developer, possibly with CIL / S106 depending on design of scheme.	Alongside construction to begin at commencement of construction.	Developer with Environment Agency.
Measures for mitigating the impacts of the adjacent railway line will be incorporated.	Costs will vary	Developer	Alongside construction to begin at commencement of construction	Developer
High speed broadband shall be incorporated within new developments.	Will vary	Developer	Alongside construction	Developer
<b>Social and Community Infrastructure</b>				
A mix of house types, sizes and tenures and an appropriate level of affordable housing in accordance with adopted Development Management policies H1 and H2 of the Local Plan. The affordable housing shall include a mix of tenure to meet housing needs and will be pepper-potted within the development and shall be indistinguishable from open market housing.	Costs will vary	Will vary - developers, public funding, S106, grant funding, Registered providers, housing associations, charitable bodies etc.	Throughout construction	Developer in partnership with other organisations as applicable.
New primary school, one or one and a half Form Entry (FE) providing for 210 to 315 places plus nursery provision. This requires a site of 12,000m <sup>2</sup> to 16,700m <sup>2</sup> and must be in a location accessible by public transport and cycle / pedestrian routes.	N/A Site developed an school provided	S106 and Staffordshire County Council.	Phasing / trigger points to be agreed with Staffordshire County Council	Developer with Staffordshire County Council. Streethay Primary School has been delivered.
Community Centre to be delivered as part of a community 'hub' and potentially linking to the school in line with the details set out under 'strategic infrastructure'.	£800,000	S106	Alongside development of the site to be completed by complete construction.	Developer in partnership with Lichfield District Council or Parish Council.
New community 'hub' to be provided within the Central Neighbourhood Area to include class E use (formerly A1 to A5 of the General Permitted Development (Amendment) order 2005). The hub must also	Cost will vary	Developer	Alongside construction to begin on commencement.	Developer

<b>East of Lichfield (Streethay) SDA site specific infrastructure needs</b>				
<b>Infrastructure Requirement East of Lichfield SDA</b>	<b>Cost</b>	<b>Funding</b>	<b>Phasing</b>	<b>Delivery Lead</b>
incorporate, or be adjacent to, facilities which can be used for playing pitches, sport and recreation.				
Playing pitches and changing / pavilion space to be provided at a minimum level of 1.23ha per 1000 population in line with adopted Development Management policy HSC2. For this site this is 2.13ha min.	Indicative cost for a playing pitch between £60,000 and £100,000 depending on local circumstances. Changing block costs £250,000 (2 team) or £350,000 (4 team).	S106	Alongside development of the site, to be completed by full construction stage with an ongoing programme for maintenance.	Developer in partnership with Lichfield District Council, Parish Council and local sports clubs and organisations as applicable.
Equipped play area to be provided in a safe and accessible location, to ensure that all parts of the development are within 480m / 10 minutes' walk time of an equipped play facility in line with adopted Development Management Policy HSC1.	Will vary	CIL or S106	Alongside development of the site, to be completed by full construction stage with an ongoing programme for maintenance.	Developer in partnership with Lichfield District Council and Parish Council.
Amenity Green Space to be provided at a minimum rate of 1.43ha per 1000 population and to ensure all residents are within 480m / 10 minutes' walk time of an amenity green space in line with adopted Development Management Policy HSC1. For this site this is 2.46ha min.	Will vary	Developers / S106	Alongside development of the site, to be completed by full construction stage with an ongoing programme for maintenance.	Developer in partnership with Lichfield District Council and Parish Council.
New allotment space to be provided at a minimum rate of 1 plot (150sq.m.) per 32 households in line with adopted Development Management Policy HSC1. For this site this is 23 plots min.	Will vary	Developers / CIL or S106	Alongside development of the site, to be completed by full construction stage with an ongoing programme for management.	Developer in partnership with Lichfield District Council and Parish Council and Allotments Society.
Contributions to secondary / post 16 education, and improved leisure facilities for Lichfield City as detailed under 'strategic infrastructure'.	See strategic infrastructure	CIL (see strategic infrastructure)	See strategic infrastructure.	See strategic infrastructure.

<b>East of Lichfield (Streethay) SDA site specific infrastructure needs</b>				
<b>Infrastructure Requirement East of Lichfield SDA</b>	<b>Cost</b>	<b>Funding</b>	<b>Phasing</b>	<b>Delivery Lead</b>
Public art to be a feature of the development.	Will vary	S106	By full construction stage	Developer in partnership with Lichfield District Council and Parish Council and local arts organisations.
<b>Green Infrastructure</b>				
All new landscaping must assist in assimilating this development into the wider landscape and topography.	Will vary	Developer	Alongside development of the site, to be completed by full construction stage with an ongoing programme for maintenance.	Developer
A network of green spaces will be integrated into the development to reflect the standards set out in adopted Development Management Policies HSC1 and HSC2 (see also 'social and community' infrastructure). These need to be carefully designed to take into account natural surveillance and the amenity of neighbouring residents.	Will vary	Developer / S106	Alongside development of the site, to be completed by full construction stage with an ongoing programme for maintenance.	Lichfield District Council with developer and in partnership with others as applicable.
Areas of biological interest or grassland habitat will be protected and, where possible integrated as part of the open spaces network.	Will vary	Developer / S106	Alongside development of the site, to be completed by full construction stage with an ongoing programme for maintenance.	Lichfield District Council with developer and in partnership with others as applicable.
Existing natural features, including quality hedgerows and significant trees will be incorporated within the layout. New landscaping and planting will be sited and selected to include sufficient tree canopy cover across the site to deliver landscape - related climate-change adaptation, urban cooling, shade and shelter and visually enhance the development.	Will vary	Developer / S106	Alongside development of the site, to be completed by full construction stage with an ongoing programme for maintenance.	Lichfield District Council with developer and in partnership with others as applicable.

<b>East of Lichfield (Streethay) SDA site specific infrastructure needs</b>				
<b>Infrastructure Requirement East of Lichfield SDA</b>	<b>Cost</b>	<b>Funding</b>	<b>Phasing</b>	<b>Delivery Lead</b>
Parks, open spaces, streets and public areas must incorporate sufficient space above and below ground to enable large canopy trees to develop to maturity.				
The development will include the retention and enhancement of exiting quality hedgerows and significant trees and habitat within the site and to its edges. The existing settlement is clearly defined by mature hedgerows along Burton Road and this characteristic will be incorporated into any proposal.	Will vary	Developer / S106	Alongside development of the site, to be completed by full construction stage with an ongoing programme for maintenance.	Lichfield District Council with developer and in partnership with others as applicable

## **Strategic Housing Allocation 1 (SHA1): North of Lichfield**

7.15 Strategic Policy SHA1 of the emerging Local Plan 2040 allocates approximately 3300 homes to the north of Lichfield.

7.16 In summary the following infrastructure requirements have been identified to enable the development:

- Provision for education infrastructure, comprising of a 2FE school and a 3FE school on an appropriately sized site in accordance the relevant department for education (DFE) guidance. Secondary provision will comprise of an 8FE school on an appropriately sized site in accordance the relevant Department for Education guidance.
- Provision for access and necessary improvements to the strategic and local highway network as appropriate (as noted at paragraph 4.4.3 evidence relating to transport is in progress and this IDP will be updated once such evidence is available to the Council);
- Improvements to existing transport and the creation of sustainable transport such as bus, cycle and walking within the development, such linkages should be integrated with the green infrastructure network and to and from the existing settlement.;
- Integration and maintenance of sustainable urban drainage system (SUDS) and flood mitigation measures alongside the provision of a detailed hydraulic model will be required at Flood Risk Assessment stage, to confirm flood risk and flow paths and climate change extents, using channel topographic survey, from the Curborough Brook and on site watercourses;
- The provision of necessary utilities infrastructure sustainably and minimise use of water resources and energy usage;
- To assist in the improvement of air quality and advances in vehicle technology over the plan period and beyond, the development site will be expected to incorporate facilities for the charging of electric vehicles.

- Provision to ensure that there are no negative impacts on the current air quality within that area;
- Maximise opportunities to reduce the use of natural resources through a fabric-first approach, potentially including passive solar design, passive cooling and implementing water efficiency measures;
- Accommodate high speed broadband to each property;
- Deliver a wide range of housing types in accordance with local plan policies including a mix of sizes, tenures and accessibility for traditional housing, specialist housing for older people, serviced self/custom build plots, and starter homes which meet lifetime standard;
- The incorporation of public art;
- Provides for required health infrastructure
- Provision of neighbourhood centre and community hub which provides opportunities for public events to ensure a thriving place to live which promotes healthy living; and
- Provision of a network of green space and delivery of sports pitches, allotments, play spaces, in accordance with standards set out within the Local Plan 2040.

## Burntwood

7.17 Burntwood Town Council have adopted the [Burntwood Town Strategy](#) (2011) which sets out a number of priorities for the area. The document remains 'live' is being updated with work ongoing by the Town Council (the list below reflects amended priorities as of July 2016) in addition the infrastructure requirements are also incorporated into the Town Council's service delivery deliberations. A number of the priorities identified are also seen as Strategic Infrastructure requirements within the IDP and therefore details on the response to those needs have been referenced elsewhere within this document. In addition it should be noted that the intervention response to a number of the priorities will be through revenue based activity, such responses have not been not captured within the IDP.

- Delivery of town centre improvements through an Area Action Plan strategy (see also Strategic Infrastructure) and associated environmental improvements (e.g. to Sankey's Corner);
- Supporting the delivery of a health centre in Burntwood (see Strategic Infrastructure; this issue is already being addressed) and encouraging the provision of high quality care facilities for older people.
- Delivery of a range of housing in accordance with Local Plan policies, and especially for families and young people (see Strategic Infrastructure);
- Improvements to public transport access (see also Strategic Infrastructure) including improved bus networks and reopening of the Walsall-Lichfield rail link and delivery of a station at Burntwood;
- Improved pathways and trails, including link to Chasewater Country Park (see Strategic Infrastructure);
- Improvements that will identify Burntwood more strongly and coherently as a place;
- Support for businesses;
- Measures to reduce/prevent crime and antisocial behaviour;

- Local environmental improvements;
- Support for children's and young people's activities including the provision of and accessibility to open spaces and play areas - see (also the Open Space Assessment);
- Social activities for the wider community, including maximising opportunities for the development of social facilitated and making best/ more effective use of existing ones;
- Improvement and delivery of learning and training opportunities in the area;
- Developing volunteering/ community participation; and
- Developing partnerships including those addressing environmental sustainability and biodiversity support.

7.18 In terms of the open space requirements, reference can be made to the detailed within the [Open Space Assessment 2020](#), and in terms of playing pitch, tennis and bowls provision in the [Playing Pitch, Strategy and Action Plan 2020](#) should be utilised The open space assessment 2020 prioritises for Burntwood the following for action:

- Addressing low scoring sites by focusing on individual elements e.g. bins and benches at sites that are low scoring.
- Consideration given to opportunities to improve pedestrian access as there are a number of busy roads which impair accessibility.

## Rural Areas

7.19 The infrastructure needs of the District's rural communities are very varied. The [Settlement Sustainability Study](#) considers the services and facilities available in all settlements and categorises those settlements which have similar levels of services and facilities. In particular the rural settlements are split into several 'levels' these being; Larger Service Villages, Smaller Service Villages, and other rural settlements. The following section covers the Larger Service Villages of Alrewas, Armitage with Handsacre, Fazeley, Fradley, Little Aston, Shenstone and Whittington. Finally, this section covers 'other rural' which includes the Smaller Service Villages such as Stonnall, Hopwas and Kings Bromley and the District's smaller rural communities.

7.20 The Larger Service Villages have defined some of their key local infrastructure needs through the [Rural Planning Project](#) which was carried out in 2011 as part of the evidence for the adopted Local Plan Strategy. Additionally as part of the update evidence base work for the emerging Local Plan 2040 a [Settlement Sustainability Study](#) was carried out to provide a comparative assessment of the sustainability of the settlements within the district. This provided an assessment of the relative level of services and facilities within each settlement. These needs which include specific local issues from other parts of the evidence base are set out below. The IDP will be updated accordingly as work on this progresses, and this will also take account of work being undertaken by communities when preparing their Neighbourhood Plans.

7.21 Within the adopted Local Plan (Strategy and Allocations documents) are the following allocations which require infrastructure provision:

- Fradley Strategic Development Allocation (Local Plan Strategy);
- R1: East of Rugeley Housing Land Allocations (Local Plan Allocations; and
- NT1: North of Tamworth Housing Land Allocations (Local Plan Allocations).

7.22 The emerging Local Plan 2040 proposes three Strategic Housing Allocations which will require relevant infrastructure. Three of these are located adjacent to the larger service villages listed as follows:

- Strategic Housing Allocation 2 (SHA2): Land west of Fazeley ;
- Strategic Housing Allocation 3 (SHA3): land north and south of Hay End Lane; and
- Strategic Housing Allocation 3 (SHA4): land off Huddlesford Lane

## Fradley

### Fradley Strategic Development Allocation (SDA)

7.23 Approximately 1,250 homes will be delivered at Fradley through the allocation within the adopted Local Plan Strategy. The Fradley SDA is currently under construction and comprises of a number of separate planning applications not all of which have yet been implemented. An application for the final part of the SDA remains to be determined. Due to the nature of the SDA and of the separate approvals there are a number planning obligations<sup>1</sup> associated with infrastructure delivery for this site.

<b>Fradley SDA infrastructure needs</b>				
<b>Infrastructure Requirement Fradley SDA</b>	<b>Cost</b>	<b>Funding</b>	<b>Phasing</b>	<b>Delivery Lead</b>
<b>Physical infrastructure</b>				
The development will ensure the segregation of traffic associated with the adjacent industrial park from the SDA	Will vary	Developer	Alongside development	Developer with Staffordshire County Council.
Junction access on to the A38 and local highway improvements will be addressed where necessary, and also local connections to the surrounding villages and Lichfield. Measures will need to be modelled to ensure that they are an effective solution and should be capable of delivery at an appropriate time in the delivery of the development.	Will vary	S278	Alongside development	Developer with Staffordshire County Council and Highways Agency.
Safe crossing points will be provided to allow for the safe movement of people	Options to be considered.	S106	Alongside development	Developer with

<sup>1</sup> Given the timing of the approval of the different parts of the SDA some obligations pre-date and some post-date the adoption of CIL in Lichfield District.

<b>Fradley SDA infrastructure needs</b>				
<b>Infrastructure Requirement Fradley SDA</b>	<b>Cost</b>	<b>Funding</b>	<b>Phasing</b>	<b>Delivery Lead</b>
on foot and cycle from within the existing communities of Fradley and Fradley South to the SDA and its amenities, especially the primary school, social and community facilities and green spaces. Safer pedestrian routes will be integrated, especially to the school to encourage walking for all.				Staffordshire County Council
The design of the internal road network shall accord fully to the principles of Manual for Streets.	Will vary	Developer	Alongside development	Developer with Staffordshire County Council
A convenient and well designed bus service will be provided, fully accessible from all parts of the SDA which should include an improved regularity of service. This must take account of the existing service in Fradley and Fradley South and make improvements where necessary. It must provide a convenient connection to Lichfield and Lichfield Trent Valley Station. All proposed development should aim to be within 350m of a bus stop. Two new 20 minute frequency bus services are required to link the new South of Lichfield allocation(s) to the city centre to ensure linkages to existing bus station, train stations local shops and education provision.	Will vary	Developer with Staffordshire County Council and service providers.	Alongside development	Developer with Staffordshire County Council and service providers.
The existing bridges over the canal will be integrated into the design of new development to assist the safer movement of pedestrians and cyclists into the countryside, surrounding villages and Fradley Junction.	Will vary	Developer	Alongside development	Developer
Smarter Travel Choices will be promoted to ensure residents and employees are aware of the options available to them to reduce car usage.	Will vary	See strategic infrastructure (transport)	Alongside first occupation	Developer with Staffordshire County Council.
Provision will be made for sufficient mitigation of the effects of the adjacent industrial and agricultural uses. Where this requires physical alterations to the land e.g. bunding, this shall be fully	Will vary	Developer	Alongside development	Developer

<b>Fradley SDA infrastructure needs</b>				
<b>Infrastructure Requirement Fradley SDA</b>	<b>Cost</b>	<b>Funding</b>	<b>Phasing</b>	<b>Delivery Lead</b>
integrated in the design of the landscaping and disposition of uses in the layout.				
Measures to address water supply and waste water treatment (see Strategic Infrastructure).	Will vary	See Strategic Infrastructure	See Strategic Infrastructure	Developer with water companies.
Relocation / provision of existing utilities infrastructure.	Developer with utilities companies.	Developer with utilities companies.	To be agreed between developer and utilities companies.	Developer with utilities companies.
Provision of any necessary flood mitigation measures, the provision of sustainable drainage and a sustainable management strategy for the maintenance of these.	Will vary	Combination of S106 and CIL depending on approval date.	Alongside construction to begin on commencement.	Developer with Environment Agency.
High speed broadband shall be incorporated within new developments.	Will vary	Developer	Alongside construction	Developer
<b>Social and Community infrastructure</b>				
A mix of house types, sizes and tenures and an appropriate level of affordable housing in accordance with Development Management policies H1 and H2 of the adopted Local Plan. The affordable housing shall include a mix of tenure to meet housing needs and will be pepper-potted within the development and shall be indistinguishable from open market housing.	Will vary	Will vary - developers, public funding, S106, grant funding, Registered providers, housing associations, charitable bodies etc.	Throughout construction	Developer in partnership with other organisations as applicable.
The development should create neighbourhood facilities to extend the range of services available at the existing neighbourhood centre. An extended community hub should be provided within the neighbourhood area and should explore uses potentially including primary health care facilities and a community library / rerouted mobile library facilities. There is scope to link the community facilities to the school. Options for this will need to be considered in detail such as extending an	Will vary	S106	Alongside development of the site to be completed by full construction stage.	Developer with Lichfield District Council, Parish Council and local organisations as applicable.

<b>Fradley SDA infrastructure needs</b>				
<b>Infrastructure Requirement Fradley SDA</b>	<b>Cost</b>	<b>Funding</b>	<b>Phasing</b>	<b>Delivery Lead</b>
existing facility or linking provision to expanded school facilities.				
There is a potential need to provide health care facilities to serve Fradley. Whilst these have not been specified for the short term there should be a longer term aim to deliver services directly to the community either in a bespoke unit or as outreach provision.	Will vary depending of intervention see Strategic Infrastructure Section	Secured S106, NHS, CIL	By full construction stage however shape of intervention may change over the plan period.	Health care providers with Lichfield District Council and developers.
Adequate primary school provision shall be made to serve the village, which will need to provide a minimum of 3.5 Form Entry (FE) overall, including Early Years provision. This will include a 1/2FE extension to the existing primary school, plus a new primary school within the SDA.	Will vary depending upon agreed approach. Indicative costings: an extension to the existing school to provide an additional 0.5 FE would be £2.8m approx. A new 1 FE school costs around £4.256m, a 1.5 FE school costs around £5.5m.	S106	Phasing / trigger points to be agreed with Staffordshire County Council	Developers with Staffordshire County Council
Playing pitches and changing / pavilion space to be provided at a minimum level of 1.23ha per 1000 population in line with adopted Development Management policy HSC2. Provision will be made for a new community football facility with 2-3 pitches. Consideration will be given to the provision of a new cricket pitch, either at Alrewas or in Fradley as a satellite club of Alrewas. Minimum provision 2.83ha.	Will vary	S106	Alongside development of the site, to be completed by full construction stage with an ongoing programme for maintenance.	Partnership between Lichfield District Council, Parish Council and local sports clubs and organisations as applicable.

<b>Fradley SDA infrastructure needs</b>				
<b>Infrastructure Requirement Fradley SDA</b>	<b>Cost</b>	<b>Funding</b>	<b>Phasing</b>	<b>Delivery Lead</b>
Equipped play area to be provided in a safe and accessible location, to ensure that all parts of the development are within 480m / 10 minutes' walk time of an equipped play facility in line with adopted Development Management Policy HSC1.	Will vary	S106	Alongside development of the site, to be completed by full construction stage with an ongoing programme for maintenance.	Developer in partnership with Lichfield District Council and Parish Council.
Amenity Green Space to be provided at a minimum rate of 1.43ha per 1000 population and to ensure all residents are within 480m / 10 minutes' walk time of an amenity green space in line with adopted Development Management Policy HSC1. For this site this is 3.29ha min.	Will vary	S106	Alongside development of the site, to be completed by full construction stage with an ongoing programme for maintenance.	Developer in partnership with Lichfield District Council and Parish Council.
New allotment space to be provided at a minimum rate of 1 plot (150sq.m.) per 32 households in line with adopted Development Management Policy HSC1. For this site this is 31 plots min.	Will vary	S106	Alongside development of the site, to be completed by full construction stage with an ongoing programme for maintenance.	Developer in partnership with Lichfield District Council, Parish Council and Allotments organisations.
Contributions to secondary / post 16 education, and improved leisure facilities for Lichfield City as detailed under 'Strategic Infrastructure '.	See Strategic Infrastructure	Combination of S106 and CIL depending on approval date.	Investment will take place through plan period	Staffordshire County Council
Public art to be a feature of the development.	Will vary	S106	By full construction stage	Developer in partnership with Lichfield District Council, Parish Council and local arts

<b>Fradley SDA infrastructure needs</b>				
<b>Infrastructure Requirement Fradley SDA</b>	<b>Cost</b>	<b>Funding</b>	<b>Phasing</b>	<b>Delivery Lead</b>
				organisations.
<b>Green Infrastructure</b>				
The development should be responsive to the qualities of the land and existing landscaping, and new landscaping should help assimilate this SDA into the wider landscape. This includes the canal. The existing balancing ponds and water features should also be fully integrated, potentially becoming a central park to serve the whole of Fradley.	Will vary	Developer	Alongside development to ensure that existing residents of adjacent development are not deprived of open space and that new residents are provided with adequate facilities from the outset of site occupation. A clear phasing strategy will be required to achieve this.	Developer working with Lichfield District Council.
A network of green spaces will be integrated into the development to reflect the standards set out in adopted Development Management Policies HSC1 and HSC2 (see also 'social and community' infrastructure). These need to be carefully designed to take into account natural surveillance and the amenity of neighbouring residents.	Will vary	Combination of S106 and CIL depending on approval date.	Alongside development, to be completed by full construction stage with an ongoing programme for maintenance.	Developer with Lichfield District Council, Parish Council and in partnership with others as applicable.
The development will consider and propose measures to mitigate, manage and protect, where appropriate, any local areas of biological interest. Where possible and appropriate this will be integrated as part of the open spaces network, or alternatively mitigated for off-site.	Will vary	Combination of S106 and CIL depending on approval date.	Prior to development taking place	Developer with Lichfield District Council.
Existing natural features, including quality hedgerows and significant trees and habitats will be incorporated within the layout. New landscaping and	Will vary	Combination of S106 and CIL depending on approval date.	Alongside development, to be completed by full construction	Lichfield District Council with

<b>Fradley SDA infrastructure needs</b>				
<b>Infrastructure Requirement Fradley SDA</b>	<b>Cost</b>	<b>Funding</b>	<b>Phasing</b>	<b>Delivery Lead</b>
planting will be sited and selected to include sufficient tree canopy cover across the site to deliver landscape - related climate-change adaptation, urban cooling, shade and shelter and visually enhance the development. Parks, open spaces, streets and public areas must incorporate sufficient space above and below ground to enable large canopy trees to develop to maturity.			stage with an ongoing programme for maintenance.	developer and in partnership with others as applicable .
The development will include the retention and enhancement of existing quality hedgerows and significant trees and habitat within the site and to its edges.	Will vary	Combination of S106 and CIL depending on approval date.	Alongside development of the site, to be completed by full construction stage with an ongoing programme for maintenance.	Lichfield District Council with developer and in partnership with others as applicable .

7.24 The Open Space Assessment 2020 prioritises for Fradley the following for action:

- Opportunities for additional amenity greenspace should be explored where possible or in response to an identified need.
- Improvement to elements of the greenspaces should be considered if opportunities arise.

### **Fradley Strategic Housing Allocation (SHA3) – land north and south of Hay End Lane**

7.25 The emerging Local Plan 2040 proposes a strategic allocation of approximately 500 homes in Fradley to the north and south of Hay End Lane.

7.26 In summary the following infrastructure requirements have been identified to enable the development:

- Provision of education infrastructure/funding at both primary and secondary level;
- Provision for access and necessary improvements to the strategic and local highway network as appropriate;
- Improvements to existing transport and the creation of sustainable transport such as bus, cycle and walking within the development, such linkages should be

integrated with the green infrastructure network and to and from the existing settlement.;

- Integration and maintenance of sustainable urban drainage system (SUDS) and necessary flood mitigation measures;
- The provision of necessary utilities infrastructure sustainably and minimise use of water resources and energy usage;
- To assist in the improvement of air quality and advances in vehicle technology over the plan period and beyond, the development site will be expected to incorporate facilities for the charging of electric vehicles.
- Provision to ensure that there are no negative impacts on the current air quality within that area;
- Maximise opportunities to reduce the use of natural resources through a fabric-first approach, potentially including passive solar design, passive cooling and implementing water efficiency measures;
- Accommodate high speed broadband to each property;
- Deliver a wide range of housing types including a mix of sizes, tenures and accessibility for traditional housing, specialist housing for older people, serviced self/custom build plots, and starter homes which meet lifetime standard;
- The incorporation of public art;
- Provision of a community hub which provides opportunities for public events to ensure a thriving place to live which promotes healthy living; and
- Provision of a network of green space and delivery of allotments, sports pitches, play spaces, in accordance with standards set out within the emerging local plan 2040.

## **Alrewas**

7.27 The following are identified local infrastructure needs for Alrewas:

- Improved traffic management along Main Street and Fox Lane;
- Improving public access to the countryside;
- Improving links to the National Memorial Arboretum including a footbridge over the A38 (an indicative cost of £13m for this has been provided by Staffordshire County Council);
- Initiatives to reduce the noise and visual impact of the A38 on the village;
- Delivery of a rail station to serve Alrewas and other public transport improvements;
- Well designed housing to serve local need as set out in Policy Alr4 of the adopted Local Plan;
- Improving social and recreational facilities including the village hall, doctors surgery, play and open space provision (especially in the north), pedestrian and cycle routes;

- Delivering additional facilities for football and cricket to serve Alrewas and Fradley (see also Fradley SDA);
- Extension to Primary School provision, 77 place expansion of All Saints Alrewas Primary School to increase the school from 238 places to 315 places funding will be secured through CIL.
- Improvements to the canal including the towpath and additional moorings to encourage more tourism.

7.28 The open space assessment 2020 prioritises for Alrewas the following for action:

- Consideration of safe crossing points across Main Street to enable safer links between north and south.

## **Armitage with Handsacre**

7.29 The following are identified local infrastructure needs for Armitage with Handsacre:

- Improvements which address issues of traffic management and safety particularly for pedestrians and cyclists;
- Improvements which address issues of localised surface water flooding;
- Improvements to the canal conservation area, including links to the village to encourage tourism and support local businesses;
- Creation of a more distinct village 'centre' / focal point;
- Well designed housing to address local need as set out in Policy Arm4 of the adopted Local Plan;
- A range of projects which contribute to improved health including play provision, green infrastructure, and sustainable transport.
- The provision of new amenity green space, especially to the west of the settlement and to the east around Tuppenhurst Lane;
- The provision of a new football pitch in an appropriate location, potentially either through the reinstatement of the former pitch at Millmoor Avenue or the formalisation of facilities at Shropshire Brook Road.

7.30 The open space assessment 2020 prioritises for Armitage with Handsacre the following for action:

- Opportunities for additional amenity greenspace to be explored where possible especially to the west of the village; and
- Opportunities to improve the quality of smaller greenspaces in the east of the village.
-

## East of Rugeley: Rugeley Power Station

- 7.31 Policy R1: East of Rugeley Housing Land Allocation, allocated the Former Rugeley power station as a site for a sustainable well designed mixed use development to provide approximately a minimum of 800 dwellings, appropriate associated facilities and transport, social and physical infrastructure. The site is part of a much wider large scale site which straddles both Lichfield District and Cannock Chase District local planning authority boundaries. A pending planning application for the comprehensive redevelopment of this site, which includes and increase the number of dwellings within the overall development, has been received but is yet to be determined.
- 7.32 Both Lichfield District and Cannock Chase District Council's adopted the [Rugeley Power Station Development Supplementary Planning Document](#) (SPD) in 2018 which provides significant guidance in respect of the development of this cross-boundary site including the infrastructure which will be required.
- 7.33 In summary the following infrastructure requirements have been identified to enable the development.
- A range of housing in accordance with adopted Development Management Policies H1 and H2 and having regard to needs arising with Rugeley.
  - Neighbourhood facilities including a community hub to incorporate a community /sports buildings and small scale convenience retail provision.
  - Provision of a new primary school to be accommodated within the scheme at an accessible location.
  - Provision for open space, sport and recreation facilities in line with the adopted Development managements Policies HSC1 And HSC2 and incorporating playing pitches, amenity green space, equipped play, allotments, and the retention/protection of any existing sports and recreation facilities that are not justified to be surplus to requirements.
  - Landscaping and Green Infrastructure provision to include the creation of areas of appropriate and sustainable habitats sufficient to achieve a measurable net-gain to biodiversity in line with the requirements of adopted Policy NR3 and the Biodiversity and Development SDP. This must include the retention of quality hedgerows and significant trees, and their incorporation onto the landscape, and the allowance for significant tree canopy cover in line with adopted Development Management Policies NR4 and NR6 and the Trees Landscaping and Development SPD 2016.
  - A clear strategy for delivering links to Rugeley Town Centre, and Armitage with Handsacre, showing how these will be incorporated into an integrated open space and green infrastructure network, including links to the canal and existing green spaces.
  - Protection of local areas and habitats of biological interest.
  - The provision of public transport to serve the site: all development should be within 350m of a bus stop and should promote smarter travel choices.

- The provision of pedestrian and cycling routes throughout the site, linking to the green infrastructure network and existing settlements, services and facilities beyond the site boundaries including safe crossing points.
- Provision of a minimum of two main points of vehicular access should ideally be sought.
- The provision and maintenance of sustainable drainage systems and flood mitigation measures integrating the retention of existing water courses where possible and having regard to the existing Flood Zone to the north of the railway line.
- Measures to address water supply and waste water treatment, relocation and provision of utilities infrastructure.
- The incorporation of public art.

### **Fazeley, Mile Oak and Bonehill**

7.34 Within Fazeley non site specific infrastructure needs are detailed below. With regards to the proposed housing allocations within the emerging Local Plan 2040 which will require specific infrastructure. Within the Local Plan 2040 are four strategic allocations proposed including one proposed allocation located in Fazeley forming allocation SHA2: land west of Fazeley.

7.35 The following are identified local infrastructure needs for Fazeley, Mile Oak and Bonehill:

- Environmental improvements, including enhancement to the physical environment, bringing derelict buildings back into re-use, improvements to traffic and pedestrian safety, improvements to green infrastructure;
- Provision of additional amenity green space, and equipped play particularly around Bonehill / Deer Park;
- Provision for education infrastructure, including a new 1FE primary school on an appropriately sized site in accordance the relevant department for education (DFE) guidance located on an appropriate part of the development site to support sustainable travel to and from school.
- Initiatives and projects aimed at: lessening the level of antisocial behaviour; improving the health of the local community; providing a range of facilities for older children, teenagers and older people; improving pedestrian and cycle linkages between communities;
- The provision of up to four football pitches to serve the Fazeley ward (possibly at Rawlett school) to address local shortfall;
- Improvements to canals, towpaths and links from these into the local community;
- Investment in health facilities in accordance with emerging policy INF2; and
- Well designed housing to address local need as set out in Policy Faz4 of the adopted Local Plan.

7.36 Some of this work is underway. Whilst Fazeley is actually one of the Key Rural Settlements, its historic industrial townscape gives the eastern end of this linear settlement a distinct urban feel. There is a need to protect and enhance this area, much of which is a Conservation Area.

7.37 The open space assessment 2020 prioritises for Fazeley, Bonehill & Mile Oak the following for action:

- Improve provision of greenspace accessible to Bonehill and Reindeer Road residents;
- Improvement to elements of the greenspaces should be considered if opportunities arise; and
- Provision of safe routes to existing spaces particularly those in the east of the settlement.

### **Strategic Housing Allocation 2 (SHA2) Land west of Fazeley**

7.38 The emerging Local Plan 2040 proposes the Strategic Housing Allocation to the west of Fazeley, Mile Oak & Bonehill for approximately 800 homes. In summary the following infrastructure requirements have been identified to enable the development:

- Provision for access to and improvement of the strategic and local highway network and infrastructure as appropriate provision for access to the strategic and local highway network as appropriate;
- Integrated sustainable drainage including the provision of sustainable urban drainage systems (SuDS);
- Provision of a detailed hydraulic model of the Bourne Brook will be required within a Flood Risk Assessment for the development site;
- Indicate the provision of a new primary school on site and consideration relating to accessing existing secondary school provision;
- Provide necessary utilities infrastructure and minimise use of water resources and energy usage, particular consideration should be given to the Bourne Brook to be protected ;
- Accommodate high speed broadband to each property;
- Deliver a mix of house types which meet lifetime standard;
- Provision to ensure that there are no negative impacts on the current air quality within that area;
- Improvements to existing and the creation of sustainable transport such as bus, cycle and walking within the development and to and from the existing settlement; and
- Provision of neighbourhood centre and community hub.
- Provision of a network of green space and delivery of sports pitches, allotments, play spaces, in accordance with standards set out within the emerging local plan 2040.

### **North of Tamworth**

7.39 The adopted Local Plan Strategy identified a 'Broad Development Location (BDL) to the north of Tamworth to accommodate approximately 1,000 homes and stated that allocations within

this BDL would be provided through the Local Plan Allocations document. The adopted Local Plan Allocations document identified two sites within the BDL (NT1 and NT2) to provide for approximately 1,165 dwellings across two sites. The first of which, located to the north of Browns Lane, has been developed for 165 dwellings which were completed in 2020. The larger site at Arkall Farm which will accommodate up to 1,000 dwellings has outline planning consent with the first phases of reserved matters currently under consideration.

7.40 These developments will be reliant upon a range of infrastructure delivered within Tamworth, especially the linkages proposed within Tamworth Borough Council's spatial strategy. In summary the requirements are:

- A range of housing in accordance with adopted Development Management Policies H1 and H2 and having regard to needs arising within Tamworth Borough;
- Provision for open space, sport and recreation facilities in line with adopted Development Management policies HSC1 and HSC2 and incorporating playing pitches, amenity green space, equipped play and allotments;
- Landscaping and Green Infrastructure provision including the retention of quality hedgerows and significant trees, and their incorporation into the landscape, and the allowance of significant tree canopy cover in line with adopted Core Policies NR3 and NR5;
- A clear strategy for delivering links to Tamworth, and showing how these will be incorporated into an integrated open space and green infrastructure network;
- Protection of local areas and habitats of biological interest;
- The provision of well-planned public transport to serve the site; all development to be within 350m of a bus stop;
- The provision of pedestrian and cycling routes throughout the site, linking to the green infrastructure network and to the settlements, services and facilities beyond the site boundaries including safe crossing points;
- Vehicular access that is integrated with the Anker Valley proposed within Tamworth Borough;
- The provision and maintenance of sustainable drainage systems and flood mitigation measures.
- A new 1.5FE Primary
- Expansion to the Rawlett School an AET Academy for secondary provision.
- It is recognised that there is a requirement for significant investment in infrastructure within and outside the District to support the level of development identified, this will be addressed through the relevant requirements as approved by the Secretary of State in the approved planning permission for the site.

7.41 The following are identified local infrastructure needs for Little Aston:

- Environmental improvements, including maintaining physical environment and conservation area; improvements to traffic and pedestrian safety;
- Maintain the local shopping centres, ensuring that they continue to provide a range of convenience and other retail needs that provide for the everyday needs of local people.

7.42 The open space assessment 2020 prioritises for Little Aston the following for action:

- Explore opportunities to deliver accessible spaces as and when they arise or in response to local need.

## **Shenstone**

7.43 The following are identified local infrastructure needs for Shenstone:

- Measures to manage traffic more effectively and safely, including traffic calming and additional parking for the station, and improved cycling and walking routes;
- Improvements to the range and quality of local facilities and amenities including allotments;
- The provision of an additional playing pitch if unmet demand can be clearly shown in the longer term;
- Improvements to rail services and facilities including parking;
- Well designed housing to address local need as set out in Policy Shen4 of the adopted Local Plan.

7.44 The open space assessment 2020 prioritises for Shenstone the following for action:

- The provision of additional spaces should be explored where possible to accommodate a variety of informal uses particularly within the south of the settlement.
- Any future development should contribute towards amenity greenspace.

## **Whittington**

7.45 Within Whittington non site-specific infrastructure needs are detailed below. With regards to proposed housing allocations within the emerging Local Plan 2040 which will require infrastructure there are a further four strategic housing allocations proposed within the emerging Local Plan to 2040 which require relevant infrastructure, of one is located within Whittington as part of allocation SHA4: land off Huddlesford Lane.

7.46 The following are identified local infrastructure needs for Whittington:

- Initiatives to improve and enhance the local environment, including the area around the shops, measures for improving traffic safety, and measures to address localised surface water flooding issues;
- The provision of three additional football pitches to serve the ward (not necessarily within the village itself) in line with the Playing Pitch Strategy;
- The provision of additional cricket facilities to serve the ward (again, not necessarily within the village) provided that unmet demand can be clearly demonstrated, in accord with the Playing Pitch Strategy;
- Well designed housing to address local need as set out in Policy Whit4 of the adopted Local Plan.

**7.47** The open space assessment 2020 prioritises for Whittington the following for action:

- Opportunities for additional greenspaces accessible to the northern part of the settlement.
- Opportunities for improvement of existing sites through benches and bins where appropriate.

### **Whittington SHA4: land off Huddlesford Lane**

**7.48** The emerging Local Plan 2040 proposes to allocate approximately 80 homes in a Strategic Housing Allocation at land off Huddlesford lane in Whittington. In summary the following infrastructure requirements have been identified to enable the development:

- A financial contribution toward education infrastructure
- Provision for access and necessary improvements to the strategic and local highway network as appropriate;
- Improvements to existing transport and the creation of sustainable transport such as bus, cycle and walking within the development;
- Provision, integration and maintenance of sustainable urban drainage system (SUDS) and flood mitigation measures;
- The provision of necessary utilities infrastructure sustainably and minimise use of water resources and energy usage;
- To assist in the improvement of air quality and advances in vehicle technology over the plan period and beyond, the development site will be expected to incorporate facilities for the charging of electric vehicles.
- Provision to ensure that there are no negative impacts on the current air quality within that area;
- Maximise opportunities to reduce the use of natural resources through a fabric-first approach, potentially including passive solar design, passive cooling and implementing water efficiency measures;
- Accommodate high speed broadband to each property;
- Deliver a wide range of housing types including a mix of sizes, tenures and accessibility for traditional housing, specialist housing for older people, serviced self/custom build plots, and starter homes which meet lifetime standard;

- The incorporation of public art; and
- Provision of a network of green space and delivery of allotments, sports pitches, play spaces, in accordance with standards set out within the emerging local plan 2040.

## Other Rural Areas

7.49 Infrastructure needs across other rural communities will vary according to local circumstances. These are too extensive to list in detail in this document, but regard will be had to issues which are identified through locally produced plans such as Neighbourhood or Parish Plans which set out evidence of local requirements.

7.50 The open space assessment 2020 prioritises for the Other Rural Areas the following for action:

### **Northern Rural Villages;**

- Opportunities to increase provision where there is an identified need to ensure all residents have access to amenity greenspace; and
- Ensure amenity greenspace is not lost especially where it provides a setting for village character.

### **Eastern Rural Villages;**

- Opportunities to increase provision where there is an identified need to ensure all residents have access to amenity greenspace; and
- Ensure amenity greenspace is not lost especially where it provides a setting for village character.

### **Southern Rural Villages;**

- Opportunities to increase provision where there is an identified need to ensure all residents have access to amenity greenspace; and
- Ensure amenity greenspace is not lost especially where it provides a setting for village character.

### **Western Rural Villages;**

- Opportunities for improvement of existing sites through benches and bins where appropriate.

7.51 The Settlement Sustainability Study 2020 gives an insight into what services and facilities the other rural settlements may lack in regard to creating and maintaining a sustainable settlement. Limited public transport availability, lack of convenience shops and few community facilities such as village halls and post offices being the most common deficits in smaller villages in the District.

7.52 The open space assessment 2020 prioritises for the Smaller Service Villages the following for action:

**Hopwas:**

- Ensure amenity greenspace is not lost and explore opportunities for additional amenity greenspace where possible.

**Kings Bromley:**

- Ensure amenity greenspace is not lost.

**Stonnall:**

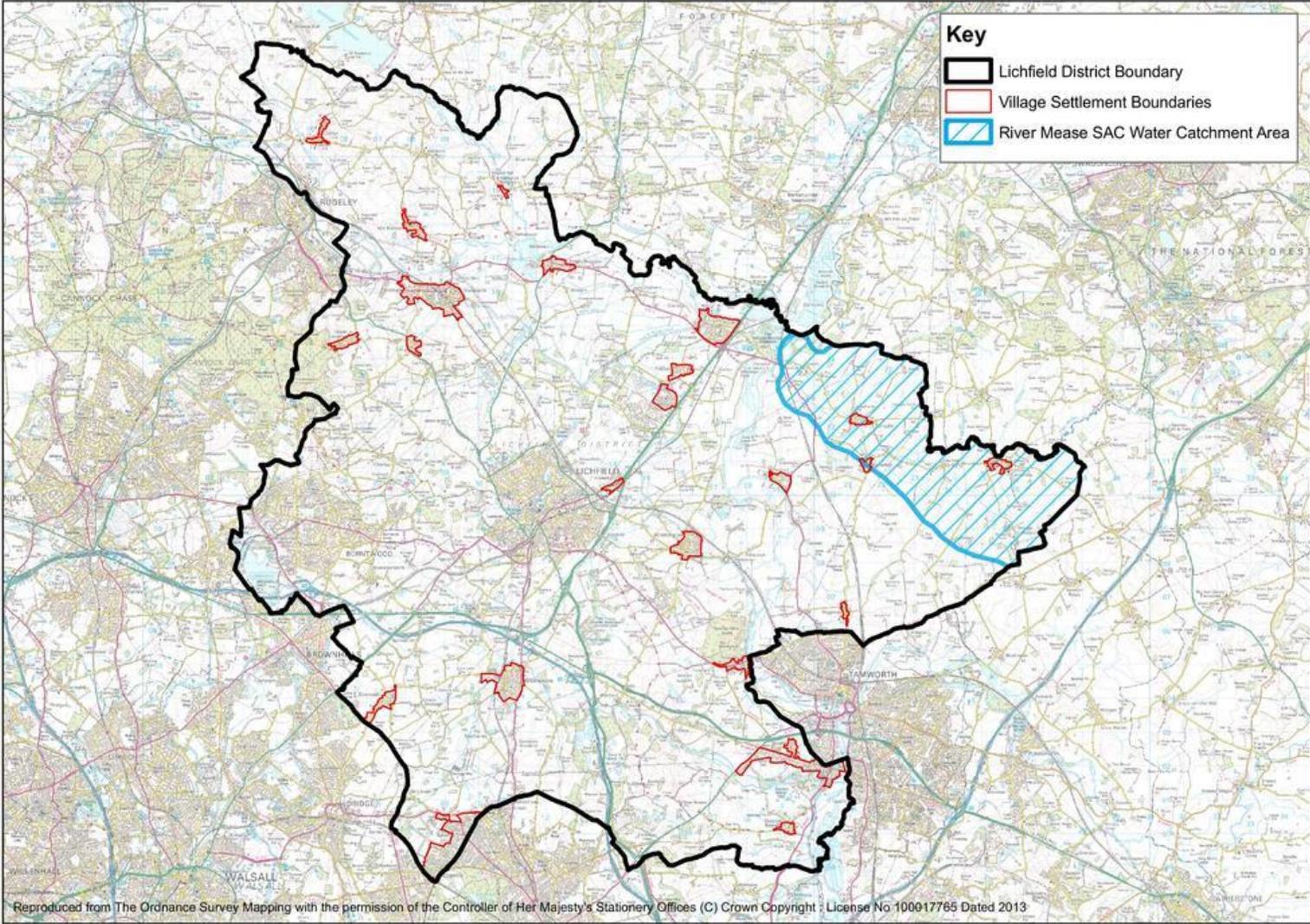
- Opportunities for improvement of existing sites through benches and bins where appropriate

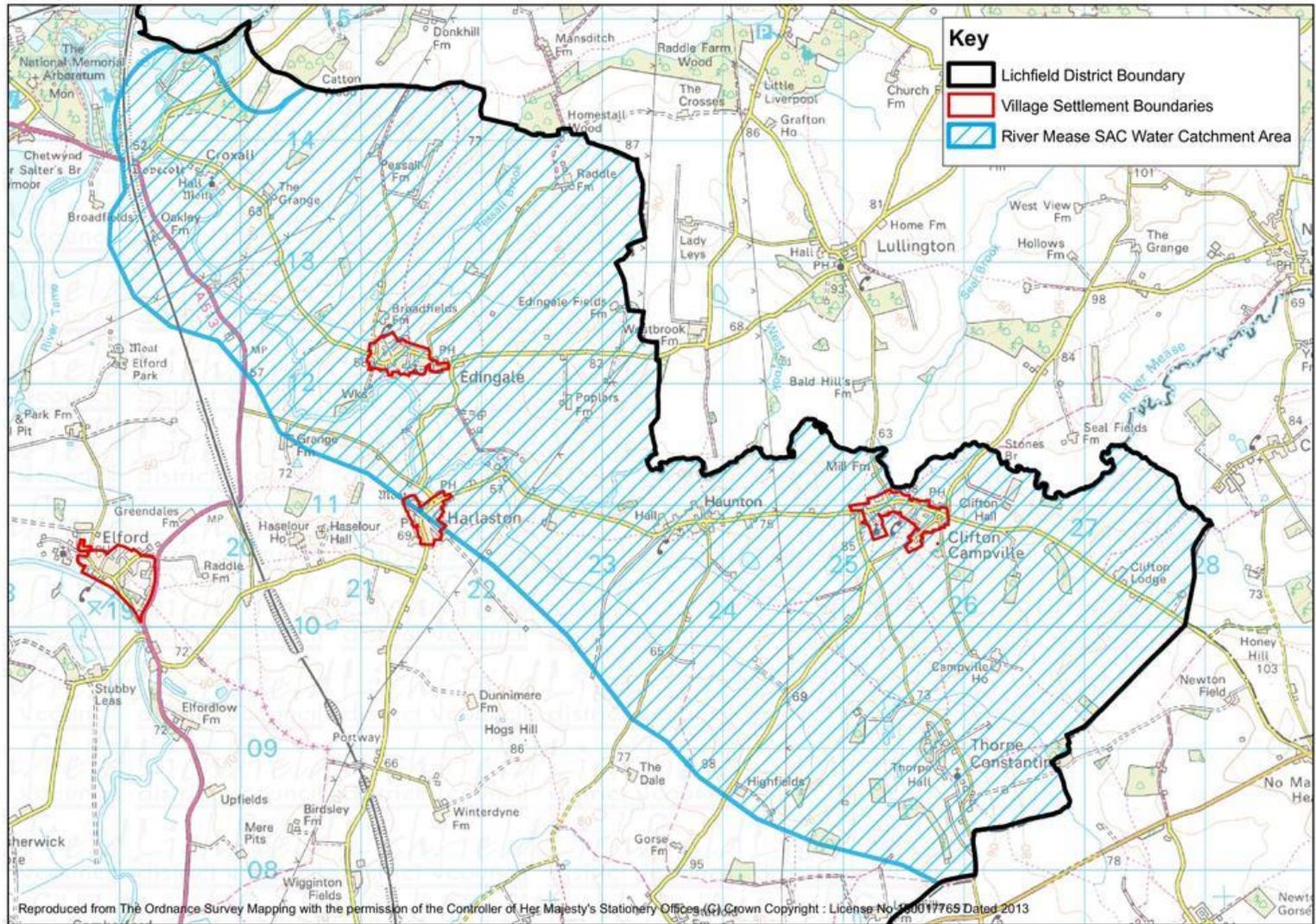
## Appendices

Appendix A – River Mease SAC water catchment area

Appendix B – Cannock Chase SAC Zone of Influence

Appendix A – River Mease SAC water catchment area





Appendix B – Cannock Chase SAC Zone of Influence

