



CANNOCK CHASE COUNCIL
INFRASTRUCTURE DELIVERY PLAN
MAY 2014

Contents

Overview and Structure of the Infrastructure Delivery Plan

Infrastructure Delivery Plan:

Physical infrastructure

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

Green and Historic Infrastructure

- Open Space
- Rivers
- Historic Landscapes

Social and Community Infrastructure

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

Overview and Structure of the Infrastructure Delivery Plan

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

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

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

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

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

The IDP identifies, as far as possible:

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

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

The IDP is a live document, updated on a regular basis as circumstances change and its production is guided by a 'virtual' working group of the Chase Community Partnership. During the preparation of the Local Plan, the Council has been working with key service and infrastructure providers and discussions have taken place about the level of growth proposed for the District and the distribution of this growth. This has been via a range means including individual meetings (both prior to the Duty to Cooperate and under it); joint working on evidence base documents e.g. the Southern Staffordshire Water Cycle Study; and consultation responses to draft Local Plan iterations and the accompanying draft IDP. The IDP has evolved over this process and ongoing consultation with key stakeholders will continue to update the IDP. These partnerships will be maintained throughout the plan period to help monitor implementation and delivery of infrastructure requirements as well as keeping these requirements up to date.

It should be recognised that the delivery of the full range of infrastructure needs of existing and new communities is dependent on partnership working between a variety of public, private and voluntary sector agencies. The funding of infrastructure is discussed further below.

Infrastructure Funding

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

Community Infrastructure Levy (CIL): This is a tax on development introduced by Regulations in 2010 which can potentially fill or partially fill a funding gap to secure provision of infrastructure needed to deliver the policies and proposals in the Local Plan which cannot be delivered from other funding sources. The levy can also be used for ongoing maintenance of infrastructure. It can be levied on most forms of built development (excluding residential extensions, development for charitable purposes, affordable and self-build housing, as well as other minor exemptions) at the time planning permission is granted and collected when development is started. The levy is set in £s per square metre and must only be charged at a level that does not make delivery of development unviable following a general assessment of local development viability issues. The Council plans to adopt its CIL charging schedule (subject to successful independent examination) by the 1st January 2015. This will also entail the adoption of a list of projects to be supported with CIL funding agreed in consultation with delivery partners e.g. the County Council, Parish Councils which will be then reviewed on an annual basis. Items included on the list (known as a Regulation 123 list) cannot also be the subject of a Section 106 planning obligation.

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

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

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

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

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

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

Infrastructure Type	Link Core Strategy objective (objective number)	Infrastructure committed	Principal Infrastructure required for the future	Level of Priority	Costs	Delivery agency / funding source(s)	Indicative Funding Gap	Developer Contributions			Timescale: short <5yrs, medium 5 to 10yrs, long: 10yrs + Phased: alongside schemes/ ongoing	Other comments
								S106	CIL	Developer to fund direct e.g. on site design /land/ provision/ maintenance (including S278s)		
PHYSICAL INFRASTRUCTURE												
Transport												
<u>Road – Sustainable Transport</u>												
Pye Green Local Transport Package	3,4	<p>Pye Green Valley Distributor Road completed 2012, but not open to traffic (est. £6m costs)</p> <p>New bus lay-bys Victoria Street, Hednesford completed 2012.</p>	<p>Highway improvements and sustainable transport provision to support Hednesford town centre regeneration and housing growth at Pye Green Valley and Land West of Pye Green Road</p> <p>New island Pye Green /Stafford Roads.</p> <p>Mini islands PGR/Broadhurst Green improvements Pye Green Rd/Limepit Lane, Station Rd/Rugeley Rd, Uxbridge Street/Market Street.</p>	<p>Priority</p> <p>Priority</p>	<p>Total cost of transport strategy is currently unknown.</p> <p>£2m</p>	<p>Joint public and private sector delivery through S106 developer contributions and local authority support as resources permit.</p>	<p>Unknown</p>	<p>✓</p>	<p>-</p>	<p>✓</p>	<p>Short/ Medium</p>	<p>Necessary for the delivery of regeneration and housing growth.</p> <p>Pye Green Valley site to provide half hourly bus service or up to £40,000 bus voucher scheme.</p> <p>Further scheme details are available as a Supplementary Document and the Transport Assessment for Pye Green Valley.</p>

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Norton Canes and Heath Hayes Local Transport Package	3,4,5	£575,000 S106 to extend NE service 8 via Norton Canes-Orbital/ Kingswood to Cannock	Highway and public realm improvements and sustainable transport provision, including a new bus service, to support urban extensions.	Priority	Total cost of transport strategy is estimated to be around £2m.	Joint public/ private sector S106 contributions & LA support		✓	-	✓	Short/ Medium	Necessary for the delivery of regeneration and housing growth. Further scheme details are available as a Supplementary Document.
		£200,000 towards junction improvements Burntwood Rd/ Brownhills Rd & A5190 Cannock Rd		Priority			N/A	✓	-	✓		£178,000 via S278 for Churchbridge junction upgrade from Norton Hall Lane site.
Heath Hayes Local Safety Scheme	3,4,5	Hednesford Road, Heath Hayes, B4154 Local Safety Scheme.		Completed	£115,000	SCC LTP3	-	-	-	-	Short/ delivered	Completed May 2012. To improve the safety of road users / pedestrians
			Five Ways Island , Heath Hayes, A5190/B4154	Priority	£5m approx	Joint public/ private sector including developer contributions	£5m (potential £300k to be funded via developers if public sector funds are made available)	✓	✓	✓	Medium/ Long	Heath Hayes local scheme to be designed by SCC to improve a 5 leg island which results in congestion. Scheme identified with SS & GBS LEPs. SCC appraisal report 2014. Outcome of bid to LGF for £4.5m expected July 2014.
Rugeley Town Centre Area Action Plan	4,5,6,7	Highway improvements and sustainable	Highway improvements and sustainable transport	Priority	Total cost of strategy is currently	Joint public and private sector	Unknown	✓	✓	✓	Phased	Necessary for the delivery of town centre regeneration and housing

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		<p>transport provision secured to support a planning permission for housing and employment in Lichfield District</p> <p>£180,000 for bus service/ infrastructure</p>	<p>provision, including town centre management, new bus station, to support redevelopment of Market Hall/Bus Station site RTC 6, and improved links to the town centre, including the Leathermill Lane and Love Lane cycle routes. Other schemes include the Pear Tree Bus Gate and Wolseley Road traffic management and safety improvements, Elmore Lane/Globe Island and Mill Lane/Forge Rd, Rugeley, pedestrian crossing facilities.</p>	Priority	<p>unknown. Funding secured through a S106 for committed infrastructure</p> <p>Bus Gate - £120,000 to be funded by Tesco (part of £180,000) Tesco to fund other junction improvement schemes.</p>	<p>delivery through S106 developer contributions and local authority support as resources permit.</p>	Funded	✓	-	-	Short	<p>growth.</p> <p>Details are provided in Rugeley Town Centre AAP and relevant Transport Assessments. (* Redevelopment of Rugeley Market Hall/Bus Station site RTC 6, is dependent on a flood defence scheme within Hagley Park).</p> <p>Would allow Brereton and Pear Tree local bus services to be combined and made more viable. Scheme to be worked up following talks between Staffs CC and Arriva.</p> <p>Footway /cycleway improvements from town centre/Tesco, T&M Canal and Towers Business Park in progress. Funding from Tesco and other S106.</p>

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		entries below under Rugeley Town Centre Improvements and Cycle/ Pedestrian facilities)	Improved pedestrian access from Rugeley town centre to Rugeley Town Station to complement SCC funded highway and environmental improvements along Horse Fair in progress 2014	Priority	Costs unknown	Network Rail SCC	Unknown	-	✓	-	Medium/ Long	To be investigated with SCC, Centro and London Midland. Funding available in part from SCC- scheme under discussion 2014.
Other areas outside local transport packages			Technical control measures to manage trunk road traffic flows	Priority	Currently Unknown	Highways Agency / developer contributions	Unknown	✓	✓	✓	Dependent on funding resources	Further investigations are required to confirm the need for traffic management measures to ensure the efficiency of the highway network.
Churchbridge A5/M6T/A460/A34 junction	3, 4		Improvements to existing Churchbridge junction A5/M6T/A460/A34 Cannock	Priority	£2.04m approx.	Highways Agency – Pinchpoint Fund/ developer contributions £175,000 S278 contribution from Norton Canes scheme	N/A- Funded	-	-	✓	Short/ Medium	HA study(JMP 2010) identified need for junction improvements at Churchbridge to improve the efficiency of the highway network. Submitted via LEPs for Highways Agency Pinchpoint Funding, Jan 2013. Scheme approved April 2013. Start of works June 2014. Completion November 2014

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A460 dualling- North of A5190	4		A460 Cannock Eastern Bypass - Eastern Way dualling north of Mill Green/A5190	Priority	£1.5m S106 £340k contributions - Mill Green planning permission requires developer to fund scheme prior to occupation.	Developer Contribution/ potential other external bids	£1.16m	✓	-	✓	Medium	Scheme would unlock the Mill Green employment 8ha site, Cannock, suitable for a quality business/enterprise development providing up to 1,000 jobs. Promoted via SS & GBS LEPs. Included as priority in GBS schemes.
	5		Further improvements to bus services, including local bus routes and strategic routes to the West Midlands conurbation. Improved connectivity along from Cannock along A5 to serve Kingswood Lakeside, Towers Business Park, and to i54 (South Staffs).	Priority	Currently unknown	Staffordshire County Council and West Midlands ITA Centro-support as resources permit. Bus operators and potential developer contributions	Unknown	✓	✓	-	Short/ Medium/ Phased	Delivery desirable as resources permit to maximise sustainable travel opportunities.
	5		Walking and cycling links and cycle parking as identified in the Local Transport Plan District Transport Strategy.	Priority	Full costs currently unknown. Costs of restoring former mineral railways to cycle/ walkways	Staffs CC, as resources permit and potential contributions from developers, Sustrans and British Waterways.	Unknown. At least £150,000 for mineral railway lines	✓	✓	✓	Phased	See cycle/pedestrian facilities below.

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					(as identified in Local Plan (Part 1) approx £150,000)							
<u>Rail – Passenger</u>												
Chase Line - Walsall-Cannock-Hednesford-Rugeley	4,5,8	Real time information, new shelters and CCTV on platforms, artwork.		Completed	DfT / NSIP (£1.7m) & DfT Access for All, (£400,000)	DfT, London Midland, SCC	N/A	-	-	-	Achieved	Provided late 2010 under National Station Improvement Scheme.
Walsall-Rugeley resignalling		Electric signals to replace manually controlled signals /signal boxes, to increase line capacity.		Completed	£79m	Network Rail	N/A-Funded	-	-	-	Short/ Current	Network Rail, Walsall-Rugeley resignalling. Completed August 2013.
Rugeley-Walsall line speed upgrade			Increased line speed from 45mph to 75/90mph to increase line capacity.	Priority	£5.4m	Network Rail NRDF/DfT	N/A-Funded	-	-	-	Short/ medium	Funding was confirmed in Gov't Spending Statement Nov 2011. Will assist case to reinstate a half-hourly service. NR failure to deliver by Dec 2013 and new business case work completed March 2014. Stakeholder lobbying of NR/ORR May 2014.
Walsall-Rugeley electrification			Route electrification 30 route miles.	Priority	£30m	Network Rail/ORR/ DfT	N/A-Funded	-	-	-	Medium	HLOS approval 16-7-12, CP5, 2014-19. Bridge reconstruction completed May 2015.

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			Booking offices at Cannock and Hednesford, longer platforms longer / more frequent trains, improved disabled access at Rugeley Town and Cannock.	Priority	TBC	Centro, Network Rail, SCC – LTP3 potential developer contributions	Unknown	-	✓	-	Medium	Electrification works 2016. Completion-Dec 2017
Rail - Freight												
Maersk / former Mid Cannock RDP site (Cannock)	5	New crossover installed by NR as part of Chase Line resignalling August 2013, £2.75m.	Proposed inter-modal road/rail interchange.	Priority	£6-£13.5m	Pentalver/ Maersk, Network Rail	N/A	-	-	-	Short/ Medium	Delivery desirable to deliver modal change and improvements to Bridgtown AQMA. Planning permission for terminal. NR GRIP2 feasibility study commissioned. GRIP3/4 to follow. Joint bid for GBSLEP funding. Identified as a priority scheme, no.11 out of 34.
Car Parking												
Town centre redevelopment proposals in Cannock, Hednesford, Rugeley and	1, 6, 7		Safe and accessible car parking. (Car parking provision to be determined by standards in Local Plan (Part 2) or	Priority	Unknown – dependent upon development scheme	Developers/ CCC. To be provided as part of development schemes.	Unknown	-	-	✓	Phased	The themes of reducing dependence on the car and promoting the provision of attractive and realistic alternatives, and, in particular, public

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village centre improvements in Norton Canes.			SPD).									transport, walking and cycling are priority objectives.
Rugeley Town Centre	1, 6,7		Replacement parking needed at Market Hall/Bus Station & Wellington Drive sites.	Priority	Unknown – dependent upon development scheme	Developer	Unknown	-	-	✓	Phased	Local parking standards.
Canals												
Trent and Mersey Canal	1,2,5,6,7,8	Existing commitments to improve parts of canal route-see entries below for Cycle and Pedestrian facilities and Rugeley Town Centre Improvements).	Improvements to towpaths, mooring facilities and access to towpaths, linked with cycling & pedestrian facilities. Improved signage to town centre needed, also canal side sanitary station.	Priority	Unknown-partly dependent on nature of development schemes	Canal & River Trust (ex B W), developer contribution, possible capital funding bid	Unknown	✓	✓	✓	Phased	Tesco S106 funding for canal tow path and access upgrade, improved signage to town centre, current May 2014
Hatherton Branch Canal	1,2,5,6,7,8		Restoration of the canal along a new alignment.	Priority	£44.1m + land acquisition costs	Lichfield and Hatherton Canals Restoration Trust, Canal & River Trust (ex-B W), Heritage Lottery.	£44.1m + land costs	-	✓	-	Medium/ Long	Delivery desirable to meet Core Strategy objectives of promoting tourism, leisure, economic regeneration, health wellbeing and green infrastructure. Water supply & boat turning movements still to be resolved. CCC agreed to sell disused section r/o Finning, A5., to LHCRT, March 2013.

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<u>Cycle / pedestrian facilities</u>												
	2,5,7	Improvements to cycling / walking network linked to Heritage Lottery Funded Heritage Trail - opened in 2008 linking Cannock, Hednesford & Rugeley . Sustrans extension to Heritage Trail from Rugeley Road, Hednesford to Rawnsley to Wimblebury and Chasewater .	Better joining up of cycle and pedestrian routes, particularly linking housing to employment, town centres and community facilities, with cycle parking facilities in town centres. Likely to be a particular priority for Norton Canes and to link new housing at Brereton (Lichfield District) to Rugeley town centre. Opportunity for further enhancement of former mineral railway routes to create cycle/pedestrian links across District (also see SAC mitigation measures below) Opportunity to enhance 'quiet lanes' in south of District with priority for cyclists and local access.	Priority	Unknown- partly dependent on nature of development schemes. Costs of restoring former mineral railways to cycle/ walkways (as identified in Local Plan (Part 1)) approx £150,000.	Lichfield and Cannock Chase District and County Councils Sustrans, British Waterways/ to be provided as part of development schemes or developer contributions	Unknown. At least £150,000 for mineral railway lines	✓	✓	✓	Phased	See walking and cycling improvements required under 'sustainable transport' above Delivery desirable as resources permit to maximise sustainable travel opportunities. Mineral railways to be restored are Conduit Road to Albutts Road Mineral line, Norton Canes and Hednesford- Rawnsley mineral line, Hednesford . Both of these projects currently identified on CIL 123 list. See cycle/pedestrian facilities below.
		Rugeley Tesco to town centre and Towers	Improved cycle and pedestrian linkages along key corridor to	Priority		Cannock Chase Council,		✓	-	-	Short/ Medium	

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		Business Park via Love Lane/T&M Canal	link town centre; Tesco; A51/McDonalds at Towers; and Rugeley Eastern Bypass		Unknown-full costs to be identified	Staffordshire County Council, developer contributions £395,500 secured from schemes to date	Unknown					Funding secured via S106 contributions from Tesco, McDonalds and Westbury Homes developments. Footpath/cycleway improvements from town centre to Tesco, T&M Canal and Towers Business Park in progress.
Energy												
<u>Transmission and distribution systems for gas</u>	3,4,8		None needed (at present)	N/A	N/A	N/A	N/A	-	-	-	N/A	National Grid advise that development proposals will not have a significant effect upon the gas and electricity transmission infrastructure.
<u>Transmission and distribution systems for electricity</u>	3,4,8		EON comment that the impact on the EHV network as a result of additional residential, employment and	Critical	Unknown-costs dependent upon specific schemes	EON/ developers	N/A	-	-	✓	Phased	EON have statutory ability to charge developers and customers to fund improvements required.

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			retail development would be +20 MW at Cannock Grid SS, 10 MW at Burntwood Grid SS and 13 MW at Rugeley Town Grid SS. Burntwood and Cannock have capacity to support the forecast increase in demand, but the connection of new loads will be subject to developer contributions.									
			Rugeley Grid Station may be constrained in terms of capacity to support the increase in demand. However, EON comment that this could be managed via distribution of demand across the network elsewhere in locality.	Critical	Costs to be identified	EON/ developers	N/A	-	-	✓	Short/ Phased	EON have statutory ability to charge developers and customers to fund improvements required.
<u>Renewable Energy</u>	8	Large scale renewable energy infrastructure: 1) Poplars Landfill Anaerobic Digestion Facility	Potential need for investment in strategic solutions in the District e.g. Combined Heat and Power/district heating	Priority	Unknown-costs dependent upon specific schemes	Private investment (commercial energy companies and non-energy developers as part of development	Unknown	-	✓	✓	Medium/ Long/ Phased	There may be funding gaps for future renewable and low carbon energy infrastructure projects that could be provided for via developer contributions to help achieve zero-carbon developments. Future guidance on the implementation of

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		The Local Plan evidence base highlights the potential for further renewable energy generation, but no other large scale schemes are formalised at present.				schemes). Potential national and local Government grants/ incentives or initiatives e.g. Renewable Heat Incentive; 'allowable solutions' funds.						'allowable solutions' for zero-carbon developments will affect this. As per Local Plan policies the Council should consider the appropriateness of obtaining funds towards this infrastructure via developer contributions as schemes develop, taking into account current position in relation to 'allowable solutions' funds.
Water and Drainage												
Water supply	3,4, 8	Water Resources Plan (South Staffs Water) for 25 year period updated every 5 years.	No major capacity issues or upgrade requirements identified by South Staffs Water overall. Minor upgrades for site specific developments may be required e.g. new off-site water mains infrastructure or upgrades to relevant booster stations particularly around Cannock/Norton Canes - See Water Cycle Study (2010) Abstraction issues may impact upon any new agricultural or commercial schemes	Critical	Unknown-costs dependent upon specific schemes	South Staffordshire Water/ Developers	N/A	-	-	✓	Phased	Early consultation between developers and South Staffs Water required to account for upgrades on specific sites and any implications in terms of abstraction restrictions (the latter particularly applies to new large scale agriculture and commercial schemes). All developments should incorporate water efficiency measures to ensure overall demand does not outstrip supply. Water companies have statutory ability to charge developers and customers to fund improvements required.

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			requiring large volumes of water.									
<u>Waste water</u>	3,4, 8		No major capacity issues or upgrade requirements identified by Severn Trent for Rugeley, Burntwood or Goscote sewage treatment plants. Cannock sewage treatment plant may require some upgrades/expansion to accommodate growth but this is not considered a barrier to development. Possible local issues on network capacity with developments needing to consider upgrades to mains and/or pumping stations, particularly in Cannock area- See Water Cycle Study (2010).	Critical	Unknown-costs dependent upon specific schemes	Severn Trent/ Developers	N/A	-	-	✓	Phased	Early consultation between developers and Severn Trent required to account for upgrades on specific sites. Additional hydraulic analysis by Severn Trent is required on specific sites once capacities are confirmed. All sites will require individual review by Severn Trent as part of the planning application process. Upgrade requirements may create delays in the short term. Water companies have statutory ability to charge developers and customers to fund improvements required.
<u>Drainage (waste drainage infrastructure already considered above. See also flood</u>	3,4,8		Environment Agency advises that mine water is a risk in parts of the District and additional treatment schemes may be required to prevent pollution.	Critical	Unknown-costs dependent upon specific development schemes and further investigation	Coal Authority/ Environment Agency/ Developers	Unknown	✓	✓	✓	Phased	Rising water implications for contaminated land. Location of cemeteries – affected by water table levels / contamination risk to controlled waters. (Environment Agency comments)

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								S106	CIL	Developer to fund direct e.g. on site design /land/ provision/ maintenance (including S278s)		
<u>prevention below)</u>			The Coal Authority have progressed a scheme for the former Cannock Wood colliery.									
<u>Flood prevention</u>	3,4,8		<p>Specific catchment-wide requirements (e.g. Sustainable Drainage Systems - SUDS) are detailed in the Strategic Flood Risk Assessment and Surface Water Management Plan. Consideration given to de-culverting watercourses, particularly in Rugeley Town Centre</p> <p>Formal flood alleviation scheme to be provided as per the Rugeley Level 2 Strategic Flood Risk Assessment (SFRA)</p>	<p>Critical</p> <p>Note: Rugeley scheme is critical to delivery of a development site in the AAP, not the Local Plan overall</p>	<p>Costs of SUDS and de-culverting unknown- largely dependent upon specific development schemes.</p> <p>Costs of Rugeley town centre flood alleviation scheme are estimated to be £1.5m. Feasibility study due to commence shortly to refine overall nature and costs of scheme.</p>	<p>Provided as part of development schemes and developer contributions where required. Potential Environment Agency and other public sector funds towards any strategic projects required in future (including approx 50% match funding towards Rugeley scheme from Environment Agency).</p>	<p>Unknown.</p> <p>Rugeley town centre scheme - £750,000-£1.5m gap.</p>	<p>✓</p> <p>-</p>	<p>✓</p> <p>✓</p>	<p>✓</p> <p>-</p>	<p>Phased</p> <p>Short-medium</p>	<p>Developers will be required to carry out Flood Risk Assessments where appropriate to identify site-specific needs.</p> <p>The Surface Water Management Plan highlights the potential role of the canals in helping to manage surface water flood risk, which should be considered further as part of the proposed Hatherton Canal restoration.</p> <p>Funding options via the LEPs of which the District is a member for the Rugeley town centre flood alleviation scheme are currently being explored. These could provide up front investment to fund scheme but may still require CIL funds to payback loans e.g. from the Growing Places funding stream.</p>

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Waste												
<u>Strategic Collection / Disposal</u>	3,4,8		Staffordshire County Council Waste Core Strategy identifies a need for further capacity via new facilities to achieve waste management targets but sets no specific allocated sites for these. It also sets out existing facilities across the County which are to be safeguarded as part of the waste management infrastructure. This includes a number of sites within the District.	Priority	Unknown	Staffordshire County Council/ Commercial operators	N/A	-	-	-	Phased	A number of existing waste management sites across the District are safeguarded via the proposed County Waste Core Strategy. Biffa Waste has proposed an Energy from Waste (EFW) incinerator, and a Materials Recovery Facility (MRF) at Kingswood Lakeside, however it is now understood this project is no longer being progressed. An Anaerobic Digestion (AD) plant at the Poplars Landfill Site, Cannock is now operational following planning consent in 2010. Developments should incorporate appropriate waste management facilities for individual schemes to support strategic management of waste e.g. appropriate bin storage and on-site recycling facilities (where appropriate).
ITC												
<u>Telecommunications</u>	4		N/A	N/A	N/A	N/A	N/A	-	-	-	N/A	Mobile Operators Association does not raise any specific infrastructure issues.

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Broadband	4, 8	Cannock, Hednesford and Heath Hayes telephone exchanges have been upgraded to FTTC for superfast broadband access and are accepting customer orders for download speeds up to 40Mbits per second and upload speeds of 15MB/S. FTTC (Fibre to the Cabinet) involves laying fibre over the copper infrastructure running from the telephone exchange to the (green) cabinet boxes in the street. This allows more information to be transferred in a smaller space of time.	Since Spring 2012 work has been ongoing to increase speeds with up to 80MB/S download and 20MB/S upload speeds.	Priority	Already programmed	BT Openreach in collaboration with the Government's Digital Britain scheme (BDUK), Local Authorities and Internet providers. BDUK has allocated Staffordshire / Stoke on Trent LA's with £7,440,000 of state aid to fund the rollout of quality broadband to 178,158 properties in 'white areas' (areas of poor connectivity) where it is not viable for private internet providers to	N/A	-	-	-	Phased 2/3rds of customers will have access to superfast broadband by 2014. The Government's Digital Britain target is for nationwide access to a minimum speed of 2MB/S and a minimum of 24MB/S available to 90% of premises by 2015.	The Government is funding trials of alternative technologies to enable access for more rural areas. For example Broadband Enabling Technology will enable 1.7 million extra households to receive speeds up to either 1 or 2MB/S using existing copper lines at a smaller cost.

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			Rugeley telephone exchange is forecast to be upgraded by June 2014. The plans are updated every 3 months based on population density, demand, existing infrastructure, installation costs, and predicted profits. Customers can register an interest in receiving superfast broadband to influence the likely demand.	Priority	Unknown	<p>fund the installation.' In addition SCC is providing £7.44 million and BT £12.47 million to this scheme.</p> <p>Where a scheme is not currently viable and an alternative public subsidy is available, a business case can be discussed for a shared funding scheme through an open tender.</p> <p>Staffordshire and Stoke have awarded BT the contract to provide 97% coverage to Staffordshire by Spring</p>						

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						2016 under the Superfast Staffordshire partnership.						
Public Realm												
Footways	2, 4, 5, 7		CENTRO supports the need for a direct pedestrian link between Rugeley town centre and the Town railway station	Priority	Unknown-costs to be identified	Cannock Chase Council and developer partners	Unknown	-	✓	✓	Phased	Delivery desirable to reinforce other initiatives.
			Pedestrian routes will be needed to link new housing with employment, town centres and other areas such as local facilities and open space / recreation (see also 'cycling/pedestrian facilities' above). This includes the need for cross boundary working e.g. linking Norton Canes to Chasewater. New housing in Lichfield District which borders Cannock Chase District should be linked to facilities in Rugeley and Brereton .	Priority	Unknown-partly dependent on nature of development schemes	Cannock Chase Council and developer partners	Unknown	✓	✓	✓	Phased	Delivery desirable to reinforce other initiatives

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<u>Town centre Improvements</u>	1, 4, 6, 7	Environmental improvements being undertaken to town centres, including provision of new bins and seating.	Location and design of street furniture (public seating etc) highlighted by a forum of community organisations. Upgrade within town centre schemes at Cannock, Rugeley and Hednesford and village centre improvements at Norton Canes . Enhancement works recommended in Conservation Area Management Plans.	Priority	Unknown- partly dependent on nature of development schemes	Cannock Chase Council with developer partners. Staffs Police, Cannock Chase council, developer contributions (providing these lead to long term sustainable improvements)	Unknown	✓	✓	✓	Phased	More relevant to development brief stage. Staffs Police, in partnership with the County Council, are working to integrate the 'Crowded Places' agenda in town centre redevelopment: specific infrastructure needs need to be negotiated at development brief stage.
<u>Rugeley Town centre improvements</u>	1, 4, 6, 7		Paving – opportunities taken to renew, relay and improve the paving throughout the town centre using sustainable, high quality, durable materials.	Priority	Unknown- to be costed	Cannock Chase Council with developer partners. SCC/LTP3	Unknown	✓	✓	✓	Phased	Delivery desirable to reinforce other initiatives
			Street furniture – opportunities taken to replace and refurbish existing street furniture together with removal of 'clutter'.	Priority	Unknown- to be costed	Cannock Chase Council with developer partners.	Unknown	✓	✓	✓	Phased	Delivery desirable to reinforce other initiatives
			Environmental improvements in key locations including:	Priority	Unknown- to be costed	Cannock Chase Council with	Unknown	✓	✓	✓	Phased	Delivery desirable to reinforce other initiatives

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			paving, signage, seating and soft landscaping along improved pedestrian/cycle links to town centre (Policy RTC10).			developer partners.						
			New planting to car park frontages to Forge Road, enhancement of car park frontage to Market Street, enhancement of open section of Rising Brook beside boardwalk.	Priority	Unknown- to be costed	Cannock Chase Council with developer partners.	Unknown	✓	✓	✓	Phased	Delivery desirable to reinforce other initiatives
			Continue programme of tree replacement and planting, update design of Market Square, enhance entrance to Park on Elmore Lane, improve small areas of poor 'left over' private open space around edge of town centre	Priority	Unknown- to be costed	Cannock Chase Council with developer partners.	Unknown	✓	✓	✓	Phased	Delivery desirable to reinforce other initiatives
			Town centre/Tesco linkage enhancements	Priority	£256,000	Cannock Chase Council and SCC with developer partners.	Funded- N/A	✓	-	-	Short	Funding secured via S106 contributions from Tesco. Forms part of wider scheme to include footway/cycleway improvements from town centre to Tesco, T&M

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			Miner's Memorial	Priority	£68,000	Cannock Chase Council	Funded-N/A	-	-	-	Short	Canal and Towers Business Park. In progress May 14.
<u>Public Realm Enhancement - Other</u>	1,4		Environmental enhancement of older employment areas and along the A5 corridor, plus street furniture/landscape enhancements of small shopping parades.	Priority	Unknown-partly dependent on nature of development schemes	Developers, Public funding sources	Unknown	✓	✓	✓	Phased	Delivery desirable to reinforce other initiatives and to accord with the NPPF.
GREEN and HISTORIC INFRASTRUCTURE												
Open Space												
<u>Parks</u>	1,2,7	Cannock Park enhancements (footpaths, access arrangements, fencing) recently completed (2011/12)	Further enhancement works likely to be required to maintain Green Flag Award including new path provision and improved play provision	Priority	Unknown-further costs for future schemes to be identified	Cannock Chase Council capital programme, future grants and developer contributions	Unknown	✓	✓	-	Short/ Medium	
			Refurbishment to pitches and ancillary facilities	Priority	£160,000		£160,000	-	✓	-	Short/ Medium	Items identified on CIL 123 list
		Heath Hayes Park refurbishments	Refurbishments, including to pitches and tennis courts (drainage, car park	Priority	£1.29m	Cannock Chase Council capital	£1.29m	-	✓	-	Short/ medium	Items identified on CIL 123 list

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								S106	CIL	Developer to fund direct e.g. on site design /land/ provision/ maintenance (including S278s)		
			provision and improved changing facilities)			programme and developer contributions						
		Hednesford Park upgrades and masterplan	Need for improvements and redesign linked to Hednesford Town Centre regeneration proposals	Priority	£2.5million – may be further costs for ongoing works beyond current masterplan	Cannock Chase Council capital programme, developer contributions and Lottery Funding	Unknown	✓	✓	-	Short/ Medium	Council's recent successful bid to Lottery fund for wider improvements to Hednesford Park as part of masterplan. Current scheme is fully funded-future developer contributions may be needed to support longer term additional works and maintenance (see entry below). Pitch improvements currently unfunded and identified on CIL 123 list.
			Improvements to playing pitch provision	Priority	£200,000		£200,000	-	✓	-	Short/ Medium	
		Elmore Park, Rugeley enhancements	Dredging of lake and stabilisation of banks	Priority	£500,000	Cannock Chase Council capital programme, future grants and developer contributions	£500,000	-	✓	-	Short/ Medium	Works would support implementation of Rugeley town centre Flood Alleviation Scheme as well as enhancing park facilities. Item identified on CIL 123 list.
	2, 7	Cannock Chase Council now has 4 Green Flag Awards and Management Plans are in	Continued investment in Green Flag Award bids to help maintain/achieve PPG17 assessment targets- ensuring	Priority	Unknown-costs to be identified	Cannock Chase Council, with partners	Unknown	✓	✓	-	Phased	

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		place to guide investment	access to 'good' quality parks as a minimum and increasing quantity provision where appropriate.									
<u>Allotments</u>	2,7		Additional investment/provision required to achieve PPG17 assessment targets of 0.065ha per 1,000 population and 'good' quality as a minimum. Provision to be increased District-wide but particularly in Norton Canes and Rugeley/Brereton and northern Cannock .	Priority	Unknown-costs to be identified, partly dependent upon nature of development schemes	Cannock Chase Council/ to be provided as part of development schemes or developer contributions Potential expansion of community-led schemes via external grants	Unknown	✓	✓	✓	Medium/ Long	Sites at Red Lion Lane, Norton Canes and West of Pye Green Road to provide on-site allotments as part of planning obligations.
<u>Area management</u> e.g. AONB, Country Parks	1,2,7		Supporting the AONB Management Plan, principally promotion of sustainable tourism measures and appropriate developments in and around the AONB to ensure its qualities are preserved and enhanced.	Priority	Unknown-costs to be identified via AONB Plan. Work currently underway to identify specific projects and costs.	Existing District and County Council and AONB budgets for management of open spaces/to be provided via development schemes or developer contributions	Unknown	✓	✓	✓	Phased	AONB unit, Cannock Chase Council Parks and Open Spaces, Countryside services, Staffordshire County Council Environment and Countryside Service all to work in partnership. Developments can contribute to objectives by sensitive design of new schemes, particularly within and at the edges of the AONB.

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<u>Semi-natural sites/forestry</u>	2, 7, 8	Monies for management of key sites (see biodiversity section below) and other semi-natural green spaces District-wide	Continued investment/ management of existing sites (e.g. Local Nature Reserves). Additional investment/provision required to achieve PPG17 assessment targets of 6.2ha per 1,000 population and 'good' quality as a minimum.	Priority	Unknown-costs to be identified, partly dependent upon nature of development schemes.	Cannock Chase Council/to be provided as part of development schemes or developer contributions Possible external funds/grants from Natural England Environmental Stewardship Fund	Unknown	✓	✓	✓	Phased	
<u>Biodiversity.</u>	2,7		Management and enhancement works for habitats at Mill Green/Hawks Green Nature Reserve/Pye Green Valley Spinney (Cannock/Hednesford)	Priority	Unknown-costs to be identified	Natural England Environmental Stewardship continued funding. Existing District and County Council budgets for management / to be provided as part of development schemes or developer contributions	Unknown	✓	✓	✓	Medium	Funds for putting management plans in place, Local Nature Reserve designations, enhancement works to habitats and access arrangements

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		Connecting Cannock Chase undertaking forest clearance and heathland planting works in 2012/13	Former Regional Biodiversity Enhancement Area Action Plan Draft (2009) sets out recommendations for enhancement works for cross-boundary restoration area (Cannock Chase-Sutton Park). Whilst this initiative is no longer regional policy some of the recommendations will still be relevant for identifying additional green infrastructure provision to support improvements at a strategic level to compliment the Cannock Chase SAC mitigation measures (below). Being taken forward via new Connecting Cannock Chase Partnership and Project.	Priority	Unknown-costs to be identified	Natural England Environmental Stewardship continued funding. Existing District, County Council and AONB budgets for management /to be provided as part of development schemes/ developer contributions /Forestry Commission.	Unknown	✓	✓	✓	Medium /Long	
			Opportunity for creation and enhancement of priority habitats in accord with LBOM and LBAP	Priority	Unknown-costs to be identified	Natural England Environmental Stewardship continued funding.	Unknown	✓	✓	✓	Medium/ Long	Delivery desirable to reinforce other initiatives

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								S106	CIL	Developer to fund direct e.g. on site design /land/ provision/ maintenance (including S278s)		
		Provision of SANGS/recreation space at major development sites within the District secured as part of planning consents- 21ha at land West of Pye Green Road and 8ha at land off Norton Hall Lane.	Appropriate Assessment for Cannock Chase SAC sets out potential adverse impacts of increased recreational pressures and air pollution. Visitor Impact Mitigation Strategy to address potential impacts is under development in association with Natural England and other partners. Likely to include traffic/access management and habitat management measures.	Critical	Approx £2m (across the SAC partnership area)	Existing District, County Council and AONB budgets for management / to be provided as part of development schemes or developer contributions (including High Level Stewardship funding)	Approx £2m (across the SAC partnership area)	✓	✓	✓	Phased	Schemes may also be required to provide on-site mitigation measures e.g. semi-natural spaces to serve the development (on larger sites). Existing mitigation measures already undertaken in consultation with Natural England i.e. provision of SANGS at major sites. Currently unfunded mitigation measures identified on CIL 123 list.
Rivers												
<u>River corridors and catchments (see also entries under water supply, waste water and flood prevention)</u>	2,7,8		Enhancement of the River Trent corridor and catchment for landscape, biodiversity and flood management benefits (and economic value e.g. tourism opportunities)	Priority	Unknown	The 'On Trent' Initiative promotes action along the length of the River Trent and is supported by the DEFRA Environmental Action Fund	Unknown	✓	✓	✓	Phased	Infrastructure needs identified under 'Flood Prevention' will also support this initiative.'

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Historic Landscapes												
<u>Historic sites and buildings</u>	1, 4, 6, 7		Investment in areas 'at risk' or 'sensitive' and works recommended by the Landscape Character/Historic Environment Assessments/ Conservation Area Management Plans (see also infrastructure requirements for canals and the public realm above) The Council will develop and promote a Rugeley Town Centre improvement scheme to help revitalise the urban fabric of the town centre, supporting appropriate projects which regenerate the historic core and actively promote the urban design principles of AAP.	Priority Priority	Unknown-costs to be identified, partly dependent on nature of development schemes £400,000 public sector to date	Cannock Chase Council/ to be provided as part of development schemes or developer contributions Match funding from English Heritage (Partnership Schemes in Conservation Areas) to Cannock Chase Council and Staffordshire County Council funds. (CCDC funds include Tesco S106 Developer Contribution)	Unknown None at present-but potential gap in relation to future extension of scheme-TBC	✓ ✓	✓ ✓	✓ ✓	Phased Short/ phased	Rugeley has one Conservation Area identified as being 'at risk' – Talbot St/Lichfield St (one further Conservation Area – Rugeley Town Centre - recently removed from 'at risk' Register following PSICA partnership scheme progress – see below). Delivery desirable to reinforce other initiatives. Rugeley Town Centre PSICA partnership in progress with English Heritage - 2011-14 to grant aid owners of historic commercial building for repair costs. Funding phase 2011-14 over 3 years complete, scheme now in delivery phase to 2016. Potential for extension of Scheme with CCDC/SCC/GBSLEP/ other funding. Bids for funding currently with GBSLEP/SSLEP.

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SOCIAL AND COMMUNITY INFRASTRUCTURE												
Education												
<u>Nursery and pre school</u>	1,2,3,4		Any new schools required as a result of new housing development will have nursery / pre school provision.	Priority	Unknown-costs to be identified by County Council. Planning Obligations Policy cost of providing nursery school place = £11,031	County Council, DfE, Developer contributions	Unknown	✓	✓	✓	Phased	All schools in the District are Extended schools and as such have nursery / pre school provision.
<u>Primary</u>	1,2,3,4		In general terms, housing development over 1000 new dwellings within a school catchment will be the trigger for a new primary school. Depending on the development location some extensions to schools will be needed. County Council have identified a number of projects required to address the needs of developments over the plan period.	Priority	Approx £7.6m	County Council, DfE, Developer contributions	Approx £4.4m	✓	✓	✓	Phased	A number of existing planning consents for the plan period already have S106 agreements in place to address infrastructure needs for education provision, including the potential provision of a new primary school at land west of Pye Green Road and contributions towards primary school provision at Norton Canes. A number of primary education projects are identified on the CIL 123 list.
<u>Secondary</u>	1,2,3,4	Merger of Hagley and Fair Oak schools incorporating 6 th form	Depending on the development location some extensions to schools may be needed.	Priority	Unknown-costs to be identified by County Council.	County Council and other possible sources of	Unknown	✓	✓	-	Phased	A number of existing planning consents for the plan period already have S106 agreements in place to address infrastructure

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		provision, but on existing sites.			Planning Obligations Policy cost of providing secondary school place = £16,622	funding via Academy status of schools, DfE, Developer contributions						needs for education provision. Generally, the County Council do not currently envisage any significant further needs for secondary school provision over the plan period.
<u>Further Education</u>	1,2,3,4	Merger of Cannock, Lichfield and Tamworth colleges: new facilities proposed, forms part of the emerging redevelopment strategy for Cannock . Cannock South Staffs college campus has been recently upgraded.	None further identified at present	Priority	£6million to upgrade Cannock Campus	South Staffordshire College, Skills Funding Agency	N/A	-	-	-	Short/ Phased	
<u>Higher Education</u>	1,2,3,4		Staffordshire University: a physical presence in the District is desirable linked to the need to raise skills and aspirations. Possible links to South Staffordshire College campus.	Priority	Unknown- no firm proposals at present	Staffs University and partners	Unknown	-	-	-	Medium/ Long	There are a number of Higher Education establishments accessible from the District e.g. Wolverhampton, Birmingham and Staffordshire universities. There is a corporate / partnership aspiration to see a physical presence by Staffs University in the District but discussions are at an early stage.

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Employment												
<u>Training / skills links</u>	4		New employment locations to be linked to training / skills facilities: Enterprise Centre is an option as well as close infrastructural working links with South Staffordshire College which would enable college-based or bespoke employer-based training to provide for skills needs	Priority	Unknown	LSP – LEP partnerships. Possible developer contributions from specific schemes with match public bodies funding	Unknown	✓	-	-	Phased	
<u>Voluntary sector</u>	2,4	Volunteer centre currently operates out of the CVS buildings in Chadsmoor	Town centre presence required (e.g. shop unit) to promote volunteering: Cannock a priority	Priority	Unknown- no firm proposals at present	Volunteer Bureau	N/A	-	-	-	Short	No funds – external funding would need to be sought – external bid
Children's services/ specialised services												
<u>Children's centres, special needs and disability</u>	2		None identified (at present)	N/A	N/A	N/A	N/A	-	-	-	-	Continue to engage with service providers
Health/ well being												
<u>Hospitals</u>	2		None identified (at present)	N/A	N/A	N/A	N/A	-	-	-	-	Regional / sub regional issue. Determined by overall population growth in the area rather than on a district by district basis. No district-level infrastructure needs

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								S106	CIL	Developer to fund direct e.g. on site design /land/ provision/ maintenance (including S278s)		
												identified at present. Continue to engage with service provider in relation to estates strategy in particular.
<u>Health centres / GP surgeries</u>	2		None identified (at present)	N/A	N/A	N/A	N/A	-	-	-	-	Clinical Commissioning Group currently advises of no needs in relation to health centre/GP surgeries. Number of recent planning applications submitted for improved GP facilities following decision not to continue with Cannock Health Centre proposal e.g. Red Lion Health Centre, Hednesford Road, Cannock (permission for redevelopment in 2012). A number of GPs have also taken up accommodation at Cannock Hospital. Continue to engage with service provider
Community Services												
Libraries	2	New library constructed in Norton Canes – Opened 28.09.09.	No current further major upgrade needs identified at present but ongoing enhancements to existing facilities may need to be supported. County Council currently consulting on library	Priority	Unknown	Staffordshire County Council, external bids, developer contributions	Unknown	✓	✓	-	Phased	

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			services strategy- results of process may inform future specific infrastructure requirements.									
<u>Community centres</u>	2	Hednesford town centre regeneration provided new community facilities (completed 2013) Pye Green Community Centre recently redeveloped	Improvements to village halls and community centres over plan period. Building Schools for the Future programme in Rugeley previously proposed potential new youth provision to serve area.	Priority	Unknown	Staffordshire County Council and Cannock Chase Council, with partners e.g. parish councils, developers	Unknown	✓	✓	✓	Phased	Staffordshire County Council has a scheme of capital grants to village halls. Mapping shows adequate provision of village halls / community facilities (quality etc not part of survey), with possible need for additional facilities for land east of Wimblebury Road (Heath Hayes).
<u>Citizens Advice</u>	2,4	CAB currently operates out of separate office space of 580m ² in Cannock and Rugeley	Move to hub and spoke arrangement proposed. Hednesford preferred as central location for hub. Accommodation to house 80 people.	Priority	Funding not to exceed current levels	Citizens Advice Bureau	N/A	-	-	-	Medium	'Spokes' can be located (for example) in existing shopping areas, Health Centres/Hospital, Libraries, Colleges of Education, recreation buildings and other Council Premises.
<u>Social Services / over 50's support</u>	2		Reconfiguration of existing delivery of social and health care facilities to integrate services and provide additional intermediate/extra care and community services is ongoing. Redevelopment of	Priority	Unknown	Staffs County Council Social Care and Health	N/A	-	-	-	Short/ Medium	

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			Langbourn site, Cannock is underway and County Council considering scheme for north of District to meeting Rugeley's needs.									
<u>Police</u>	1,2,6		No strategic infrastructure needs identified at present. Staffordshire Police advise in response to Local Plan consultations that developer contributions may be needed over plan period (subject to ongoing evaluations of services by the Police).	Priority	Unknown	Staffordshire Police, Developers	Unknown	✓	✓	-	Phased	Hednesford town no longer has a police station since recent closure. As part of ongoing estates strategy, Police looking for opportunities for shared accommodation e.g. Norton Canes police post in parish council offices.
<u>Ambulance</u>	2		None needed (at present)	-	-	-	-	-	-	-	-	Continue to engage with service provider
<u>Fire</u>	1,2	Rebuilding Cannock and Rugeley fire stations as a Community Stations	No further strategic needs identified (at present)	Priority	Costs to be met by PFI initiatives	Part of a £46m PFI (1) initiative covering the whole of Staffordshire relating to Cannock. Part of a £50m PFI (2) initiative	N/A	-	-	-	Short	Cannock station completed. Rugeley station is under construction.

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						covering the whole of Staffordshire relating to Rugeley.						
<u>Cemeteries / crematoria</u>	2	Extension to Stile Cop Cemetery underway (£300,000 costs approx)	New cemetery/burial space provision needed for south of the District (Cannock). Estimated that a site should be a minimum size of 8 hectares to operate over an 80-85 year period. Bereavement Services Plan 2009-2019 sets out priority actions for management/ investment.	Priority	£1m approx	Cannock Chase Council capital programme/ developer contributions	£1m approx	-	✓	-	Medium/ Long	Council budget sets aside further funds for ensuring additional cemetery provision but precise costs to be confirmed following further feasibility work. Item identified on CIL 123 list.
Culture												
Museums / galleries / theatres (non commercial)	1,2,4,6	Museum of Cannock Chase has recently had lottery grant for improvements – now completed.	Enhancement of existing facilities, particularly in Rugeley , such as upgrading of Rose Theatre or Lea Hall welfare Centre.	Priority	Unknown	Heritage Lottery, Cannock Chase Council., developer contributions	Unknown	✓	✓	✓	Medium/ Long	The Rugeley AAP identifies that an improved approach, including access and car parking to the Rugeley Rose Theatre should be provided as part of the redevelopment of the Former Aelfgar Centre.
<u>Cinema</u>	6	Cannock cinema recently re-opened (2011)	Provision of new facilities, e.g. cinema, bowling alley at Rugeley .	Priority	Unknown	Private Developers/ commercial operators	Unknown	-	-	-	Medium/ Long	

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<u>Youth drop in centre</u>	2		Youth drop in centre.	Priority	Unknown- to be costed	SCC/CCC/ Staffs Police/ Developer contributions	N/A	✓	✓	-	Medium/ Long	A Youth Drop In Facility has been provided in CCC's former Taylor's Lane Squash Courts. On redevelopment of Aelfgar site RTC4, an alternative site will be required
Leisure												
Indoor Sports and Leisure overall	1,2,6		<p>Sports Halls – Increase provision by 2019 by 4 courts at existing locations.</p> <p>Health & Fitness – Increase number of fitness stations by a minimum of 80 to achieve national average provision.</p> <p>Indoor Bowls – Ensure achievement of local standard of 0.02 rinks per 1000 population in line with West Midlands level (existing level of provision) Improve quality of existing facility, where possible.</p> <p>Indoor Tennis – Ensure achievement of local standard that all residents should</p>	Priority	<p>£956,920</p> <p>N/A</p> <p>Unknown</p> <p>Unknown</p>	<p>Cannock Chase Council and delivery partners e.g. Sport England, County Council, local community organisation s/to be provided as part of development schemes or developer contributions (£837,500 from S106 for Norton Canes schemes- see notes)</p>	<p>£119,500 (but see notes re. former Blake Academy)</p> <p>N/A</p> <p>Unknown</p> <p>Unknown</p>	<p>✓</p> <p>-</p> <p>✓</p> <p>✓</p>	<p>✓</p> <p>-</p> <p>✓</p> <p>✓</p>	<p>-</p> <p>-</p> <p>-</p> <p>-</p>	<p>Short/ Medium/ Phased</p>	<p>Upgrades to Cannock and Rugeley leisure centres are contributing to some of these targets in the short term, particularly in meeting increase in fitness station needs.</p> <p>Upgrade to former Blake Academy facilities contributes towards increased sports hall (2 badminton courts) and dance hall provision. Community agreements to be secured to ensure provision meets District needs.</p> <p>Upgrade to Aquaris ballroom in Hednesford also contributes to improved dance provision.</p> <p>Section 106 funds from sites at Norton Hall Lane and Red Lion Lane towards sport and recreation to assist in meeting these targets for</p>

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			live within 30 minute drive time of indoor tennis facility (to be provided by marking out sports halls). Dance – Provide minimum of one high quality floor. Potential future requirements to be established by further assessments of suitability of venues.		N/A		N/A	-	-	-		Norton Canes catchment (NB not all committed for indoor facilities).
<u>Swimming pools</u>	1,2,6	Rugeley has a new swimming pool which opened in 2008. Re-modelled Cannock Chase Leisure Centre pool to create 25m pool + 13m x 7m variable depth pool, opened 2013.	Swimming Pools – maintain existing water space within the District and monitor levels of imported demand to determine future needs.	Priority	Upgrade part of £6m refurbish of Chase Leisure Centre	Cannock Chase Council and Sport England	N/A	-	-	-	Short	The now extended and improved provision is currently deemed sufficient for the plan period.
<u>Sports pitches and courts</u>	1,2,7		Playing pitches – increase supply of junior and mini soccer pitches across the three catchment areas of Cannock/	Priority	See entries above for Cannock, Heath Hayes and Hednesford Parks (total	Cannock Chase Council and partner's e.g. Sport England, County	£2m (for pitches outside Cannock Stadium) £1.9m	✓	✓	✓	Short/ Medium/ Phased	See above entries in Cannock, Heath Hayes and Hednesford Parks for pitch improvements. In addition, pitch improvements at Norton Canes Community Centre,

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		Full sized artificial turf pitch at Cardinal Griffin School (Cannock) completed 2012.	<p>Hednesford/Heath Hayes, Rugeley/ Brereton and Norton. Improve quality of Council pitches and changing facilities to "Good". Agree policy with County Council and school governing bodies on community use of pitches on school sites.</p> <p>Synthetic turf pitches – Establish two new full size pitches in the District – one in Cannock one in Rugeley. Consider the feasibility of establishing a 3rd.</p> <p>Bowls –Ensure local standard of 0.159 bowling greens per 1000 population is achieved (existing level of provision). Focus on maintaining quality.</p> <p>Tennis – Ensure local standard that all residents should live within a 1 mile radius of an outdoor tennis court is achieved (6 new courts required).</p>		<p>£1.56m) £444,000 for pitch improvement elsewhere in District (see notes)</p> <p>£4.98m for sports hub facilities at Cannock Stadium site</p> <p>£400,000 for extension of ATP at Rugeley. see Cannock Stadium costs for providing 3rd</p> <p>Unknown</p> <p>£488,640</p>	<p>Council, schools and developers via proposals as part of scheme or developer contributions</p>	<p>(for currently unfunded elements of Cannock Stadium scheme)</p> <p>Unknown</p> <p>£488,640</p>				<p>Laburnum Avenue and Old Fallow Road, Cannock and Green Lane, Rugeley to be undertaken. Provision of a community sport hub at the former Cannock Stadium will also meet some of these needs in the medium/long term. Items on CIL 123 list.</p> <p>Section 106 funds from sites at land West of Pye Green Road and Pye Green Valley contribute to meeting these targets in Cannock catchment. Possible use of funds from S106 funds from Norton Hall Lane and Red Lion Lane to assist in meeting targets for Norton Canes catchment.</p> <p>Existing half-sized ATP at Rugeley Leisure Centre to be extended to cater for full-sized pitch to meet demand in this catchment. Item identified on CIL 123 list.</p>	

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<u>Children's play areas</u>	1,2,7	Committed schemes for play area developments/ improvements at Bevan Lee, Swallow Close, Arthur Street, Laburnum Avenue, North End Park (Cannock/ Rugeley)	Ongoing improvements / new play areas linked to achieve PPG17 assessment targets of increased play space provision (0.045ha per 1,000 population and 'good' quality as a minimum). Increase quantity and quality across District but particularly in northern/central Cannock, Heath Hayes and Brereton.	Priority	Unknown-costs to be identified, partly dependent upon nature of development schemes Costs for Avon Road, Cannock play area £100,000	Cannock Chase Council/ to be provided as part of development schemes or developer contributions	Unknown- at least £100,000 for Avon Road project	✓	✓	✓	Short/ Medium/ Phased	A number of existing planning consents for the plan period already have S106 agreements in place to address infrastructure needs for children's play area provision. Project to install new play area at Avon Road, Cannock identified on CIL 123 list. Draft Developer Contributions SPD identifies indicative costs for individual schemes.
<u>Amenity space/other open space</u>	1,2,7	Range of maintenance programmes for existing open spaces District-wide.	Ongoing improvements / new amenity spaces linked to achieve PPG17 assessment targets (0.68ha per 1,000 population and 'good' quality as a minimum). Increase quantity and quality across District but particularly in northern Cannock, Heath Hayes, northern Rugeley and eastern Norton Canes.	Priority	Unknown-costs to be identified, partly dependent upon nature of development schemes	Cannock Chase Council/ to be provided as part of development schemes or developer contributions	Unknown	✓	✓	✓	Short/ Medium/ Phased	A number of existing planning consents for the plan period already have S106 agreements in place to address infrastructure needs for open space provision. Draft Developer Contributions SPD identifies indicative costs for individual schemes.

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