Telford & Wrekin
Local Plan

Infrastructure Delivery Plan

2016 - 2031

a co-operative council

Telford & Wrekin
COUNCIL

Contents

Document Summary

Document Summary

Telford & Wrekin Local Plan

1   The Telford & Wrekin Local Plan sets out what type of place the borough is today, the type of place we aspire to be in the future and it provides a framework to help manage change and development until 2031. It also identifies the level of housing and employment growth that the borough expects to deliver. The Council welcomes inward investment and has pledged in its *Business and Development Charter* to *'maintain an up-to-date Development Plan'* for the purpose of *'providing certainty to the market and enabling the delivery of investment and growth'*.

2   The Local Plan contains; 1) a spatial strategy addressing the distribution of development, 2) a set policies which guide development as well as secure developer contributions and 3) a set of housing and employment allocations.

The Role of the Infrastructure Delivery Plan

3   The provision of infrastructure is an essential element of growth and necessary to the delivery of successful, efficient and effective sustainable development. Providing infrastructure enables and supports development. It enhances economic growth by increasing housing and employment opportunities through the availability of additional land for commercial, industrial and retail development.

4   Funding for infrastructure will be met by a variety of sources including, where appropriate, developer contributions which can help leverage additional funding from public, private and not for profit sources.

5   The Infrastructure Delivery Plan is produced in parallel with the new Local Plan and:

- Contains a clear and costed delivery plan for years 1 to 5 of the Local Plan;
- Contains an estimate of costs and scale of projects for years 5 to 15 of the Local Plan;
- Identifies a total funding gap of £101m; and
- Sets out a strategy to cover the funding gap including the identification of funding sources.

What is an Infrastructure Delivery Plan?

The Infrastructure Delivery Plan has five main functions, setting out:

1. The strategic infrastructure requirements that will arise as a result of committed and planned development within the borough over the plan period including; projects, estimated costs, delivery phasing and likely funding sources;
2. A strategy for securing and delivering infrastructure to meet the growing needs of the borough;
3. A strategy for funding infrastructure as well as identifying gaps in funding;
4. A schedule of projects and programmes setting out time scales and indicative costs for the delivery of infrastructure; and
5. An evidence base for the Local Plan and the Community Infrastructure Levy, if the Council decides to progress one.

Approach to Infrastructure

6   The Infrastructure Delivery Plan addresses the issue of 'strategic off-site infrastructure' that will be required over the life of the Local Plan to address the wider, cumulative impacts of development. The location and / or scale of residential and employment sites potentially has a significant impact on the ability of existing infrastructure to absorb additional development. To bring development sites forward it is necessary to address these strategic 'deficiencies' to reduce barriers to development through the provision of new or enhanced infrastructure.

7   Site infrastructure will still be required to make individual developments 'acceptable in planning terms' and it will be the responsibility of developers to demonstrate that they have taken account of the policies in the Local Plan when submitting a planning application. The funding route for site specific infrastructure will continue to be, for the foreseeable future, through Section 106 (planning obligations) and Section 278 agreements (allowing developers to carry out works to the public highway) negotiated directly with the developer.

8   Strategic infrastructure funding requirements will be met by a range of sources including developer contributions, external monies and, subject to conditions, a Community Infrastructure Levy. Strategic infrastructure can be categorised under three key areas including:

- **Transport and Utilities Infrastructure -** includes the provision of new or enhanced infrastructure such as the highway network, telecommunications systems, utility infrastructure, water supply and sewerage networks.
- **Social infrastructure -** consists of the provision of new or enhanced infrastructure such as buildings to support services such as libraries, leisure centres, primary schools, secondary schools, health care facilities and emergency services.
- **Environmental Infrastructure -** includes the provision of new or enhanced parks, public rights of way, open space, woodland, waterways, waste infrastructure and drainage infrastructure that helps to create a more pleasant natural environment for residents and visitors.

Delivery Strategy

9   An active Delivery Strategy which addresses governance and communications will help the implementation of the Infrastructure Delivery Plan. The strategy will be focused around the following five key areas:

1.   Active and regular engagement with public, private and not for profit sector infrastructure providers;
2.   Active and regular engagement with developers;
3.   Maintaining the Infrastructure Delivery Plan as a live document that will be reviewed regularly;
4.   A broad range of funding solutions will be sought;
5.   The schedule of projects and programmes will be reviewed regularly to reflect developments coming forward.

10   The Council is working with a broad range of organisations within the public, not for profit and private sector to assess the need for new or improved strategic infrastructure which will arise as a result of development. The Council intends to have a continuing relationship with partners throughout the delivery of the Local Plan and beyond by identifying; responsibilities for delivery, funding availability and likely funding sources for projects and programmes.

Funding Strategy

11   The Council has been successful in reducing the cost of development within the borough as part of a wider 'business winning approach' by offering value for money for developers whilst continuing to provide high quality infrastructure through securing external funding. Some recent examples include:

- £127m grant towards the Building Schools for the Future programme;
- £12.5m from New Homes Bonus;
- £3m Lottery Grant for Telford Town Park;
- £36m funding to stabilise sections of the Ironbridge World Heritage Site;
- £250m investment in Southwater.

12   Working with the Marches Local Enterprise Partnership the Council has secured £22.6m as part of the Government's 'Growth Deal' funding for highways, transport and utilities infrastructure projects. The relationship with the Local Enterprise Partnership through the joint "Marches Strategic Economic Plan" will be critical to the Council's strategy of maximising external funding opportunities throughout the period of the Local Plan.

13   The Council are in the process of negotiating the 'Telford Land Deal' with the Homes and Communities Agency which will see investment in publicly owned development sites across the borough to address longstanding issues of viability. The deal is expected to generate an uplift in development values and a return coming back to the Council to be invested in local infrastructure.

14   The Council, working with key infrastructure providers, has identified a range of infrastructure improvements to be delivered over the period of the Local Plan. In order to maintain a flexible approach to the delivery of the Local Plan these have been prioritised as either critical, essential or desirable. A summary of the infrastructure funding requirements have been included below, it should be noted that where there is an 'infrastructure funding gap' likely sources of funding are identified. At the time of writing the Council does not consider that there are any unfunded critical projects that would prevent the delivery of the Local Plan.

Table 1 Summary of Infrastructure Project Costs

	Critical	Important	Desirable	Funding Secured	Infrastructure Funding Gap
Transport and Utilities Infrastructure	£0	£94,246,842	£0	£22,270,903	£71,975,939
Social Infrastructure	£0	£36,500,000	£19,354,131	£23,233,274	£32,620,857

	Critical	Important	Desirable	Funding Secured	Infrastructure Funding Gap
Environmental Infrastructure	£0	£0	£2,123,000	£0	£2,123,000
Totals	**£0**	**£130,746,842**	**£21,477,131**	**£45,504,177**	**£106,719,796**

15   The Council will nonetheless adopt a broad based funding strategy to help implement the important and desirable projects in this Infrastructure Delivery Plan. This will be based on the principle of reducing the costs of development within the borough through securing external funding as a priority, whilst seeking contributions from developers where necessary, fair and reasonable in order to meet the funding gap for the provision of new and enhanced infrastructure.

16   The Infrastructure Delivery Plan is broken down into five year blocks with a graduating level of detail provided. The first five years will hold more detailed information on the type, costs and delivery dates for schemes which are to be delivered. Less detail will be provided towards the latter period of the plan, with further detailed being worked up as the delivery of the Local Plan progresses and the delivery of developments becomes more certain.

17   In order to provide a broad base of financial support for development the Council will continue to seek funding from a range of sources to reduce the cost of developing in the borough. Working cooperatively through partner organisations will be a critical element of the Council's strategy to help leverage funding for strategic infrastructure.

18   Partners such as utility companies in the fields of gas, electricity distribution, water and telecommunications plan on a five yearly cyclical basis. Cooperation with these partners in integrating the planned levels of growth into their asset management plans and capital investment strategies will help deliver strategic infrastructure prior to the commencement of development. This will be a continuing relationship with the Council providing early indications of developments coming forward and encouraging developers to discuss their needs with infrastructure providers at the earliest opportunity.

19   As part of developing a broad funding strategy and building on the infrastructure evidence base available through the Local Plan and the Infrastructure Delivery Plan the Council will assess the viability of introducing a Community Infrastructure Levy. The levy provides opportunities for increased flexibility in the collection and distribution of funding towards strategic infrastructure projects. Following investigation of viability the Council will seek adoption of a Community Infrastructure Levy under the following circumstances:

- Introduction of the levy does not negatively affect the viability of development in the borough;
- There is a proven need and evidence base which supports the introduction of the levy;
- Projected income from the levy would exceed the costs of operation.

20   The introduction of a Community Infrastructure Levy, subject to the circumstances set out above, would result in the use of Section 106 and 278 agreements being scaled back accordingly.

Monitoring and Review

Document Summary

21 The Infrastructure Delivery Plan will run for the duration of the Local Plan and will be a 'live' document that will be subject to a quarterly review to take account of any changes in the location and scale of development that comes forward and how this impacts on the delivery of infrastructure projects.

22 Six monthly reviews of the Infrastructure Delivery Plan will take account of:

- The continuing relevance of infrastructure projects and programmes;
- The phasing of housing and employment developments including planning applications;
- The provision of information related to infrastructure projects and programmes, such as costs;
- Infrastructure providers' capital investment plans.

23 A cooperative approach will be taken to monitoring as it will involve working closely with infrastructure partners to assess their evolving requirements, such as the introduction of new technologies or funding opportunities, as well as the planned delivery of schemes.

1 Introduction

1 Introduction

1.1 Local Plan Context

1.1 The Telford & Wrekin Local Plan sets out the level of housing and employment growth up to 2031. The purpose of the Local Plan is to explain what type of place the borough is today, the type of place we aspire to in the future and to provide a framework to help manage change and development until 2031. The Council pledged within its *Business and Development Charter* to *'maintain an up-to-date Development Plan'* for the purpose of *'providing certainty to the market and enabling the delivery of investment and growth'*.

1.2 The Local Plan contains:

- A spatial strategy describing the distribution of development across Telford, Newport and the rural areas;
- A set of development management policies which provide a framework for development;
- A set of housing and employment allocations.

1.3 The Infrastructure Delivery Plan underpins the delivery of the 'borough vision' for the year 2031 by providing improved transport connections, more capacity in local schools, better healthcare provision and an enhanced Green Network.

> **What is the vision for the Local Plan?**
>
> The vision can be summarised as follows:
>
> - By 2031, Telford & Wrekin will be a healthier, more prosperous and better connected place;
> - It will have a population of approximately 198,000 people;
> - Development will be focused in Telford and Newport;
> - Communities in the rural and urban area will be supported;
> - The environment and community green spaces will be protected and enhanced;
> - New development and investment will provide a high quality of life for those who live and work in and visit the area.

Link between the Local Plan and Infrastructure Delivery Plan

1.4 To support the delivery of the Local Plan and the creation of a well connected, environmentally sustainable borough that provides people with access to employment and great leisure opportunities there will be a need to upgrade or provide new supporting infrastructure. The level of development within the Local Plan bring the borough's population to 198,000 which may put additional pressure on local services.

1.5 There are two key challenges to be addressed by the Infrastructure Delivery Plan:

- The design life of existing infrastructure; and
- Addressing gaps in the provision of infrastructure.

1.6   The Infrastructure Delivery Plan is a supporting document to the Local Plan and identifies the strategic infrastructure needs that arise from the planned levels of housing and employment in the borough up to 2031.

1.2 Purpose of the Document

1.7   The purpose of this document is to set out the Council's approach to infrastructure requirements arising from the Local Plan by demonstrating that the infrastructure requirements of the Local Plan can be resolved successfully. The Infrastructure Delivery Plan actively supports the Council's 'business winning, business supporting' agenda by providing increased certainty to developers wishing to build in the borough by identifying infrastructure projects, costs and phasing.

What is an Infrastructure Delivery Plan?

The Infrastructure Delivery Plan has five main functions, setting out:

- The strategic infrastructure requirements that will arise as a result of committed and planned development within the borough over the plan period including; projects, estimated costs, delivery phasing and likely funding sources;
- A strategy for securing and delivering infrastructure to meet the growing needs of the borough;
- A strategy for funding infrastructure as well as identifying gaps in funding;
- A schedule of projects and programmes setting out time scales and indicative costs for the delivery of infrastructure;
- An evidence base for the Local Plan and a future Community Infrastructure Levy.

Infrastructure Funding

1.8   The infrastructure required as part of the Local Plan can be funded through a range of sources from the public, private and not for profit sectors or a mix of the above. Public sector funding can be made up of central government grants, borrowing, Local Enterprise Partnership funding or capital receipts from the disposal of assets. Not for profit sector funding can support affordable housing provision through Housing Associations, the delivery of community transport services and the delivery of community facilities.

What are Developer Contributions?

Private sector funding can be made up of works paid for and carried out by, for example, utility providers as well as contributions from private developers. Developer contributions can be broken down as follows:

1. Section 106 agreements (Town & Country Planning Act 1990) - planning obligations (including developer contributions) can deliver funding to mitigate the 'site specific' impacts of development as long as the meet the three following tests 1) necessary to make the development acceptable in planning terms, 2) directly related to the development and 3) fairly and reasonably related in scale and kind to the development.
2. Section 278 agreements (Highways Act 1980) - these agreements allow private developers to fund or complete works to the public highway outside the development site itself.
3. Community Infrastructure Levy (Community Infrastructure Levy Regulations 2010) - this is a levy which provides generalised contributions from private developers towards the cost of infrastructure in a local area. Local adoption of the levy will be subject to certain criteria and is expected to follow shortly after the adoption of the Local Plan.

1.9   This document is a 'live' record of the infrastructure requirements associated with the scale and location of development proposed in the plan. The Infrastructure Delivery Plan will be kept up to date as circumstances can alter which may have an impact on the level of infrastructure provision required to support the Local Plan as well as the timing and cost of projects.
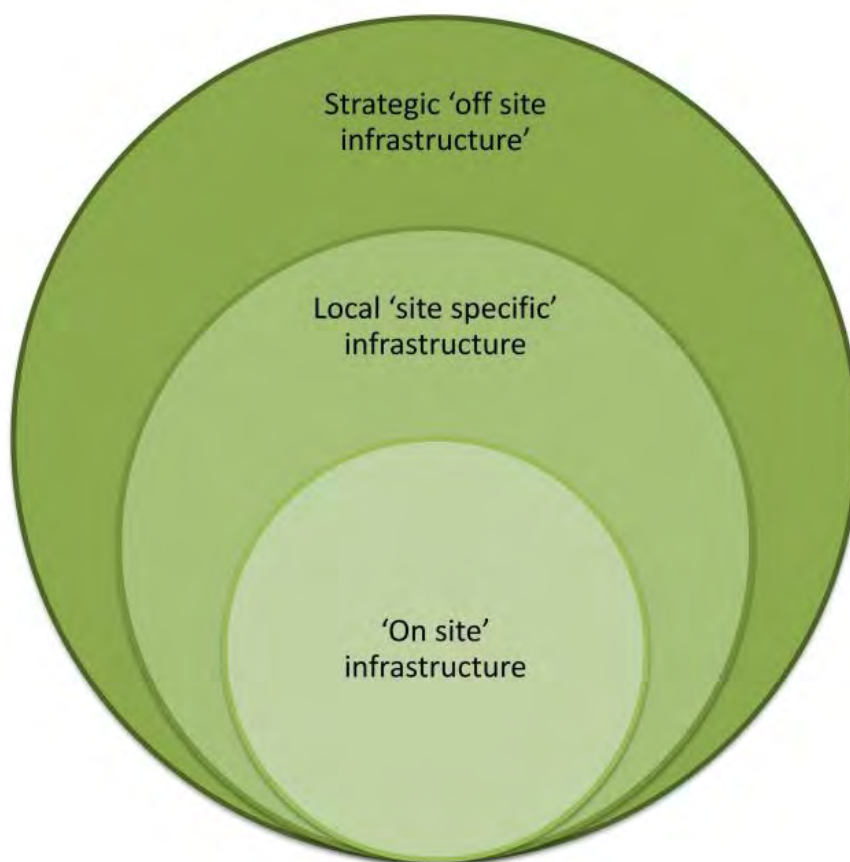
Types of Infrastructure

1.10   Figure 1 sets out the various layers of infrastructure that can arise from developments including;

- **On site infrastructure -** this can include public open space, site access arrangements, footpaths, internal highways and drainage features. These are details that are generally agreed at the planning application stage and are delivered through conditions or as developer contributions in the form of Section 106 agreements and 278 agreements.
- **Local 'site specific' infrastructure -** this can include infrastructure which is set in the local context of the development such as highway improvements close to but outside of the site boundary or improvements to local recreation facilities that deliver additional capacity. These measures are dealt with through the use of Section 278 agreements and planning obligations in the form of Section 106 agreements.
- **Strategic 'off site' infrastructure -** this layer of infrastructure is concerned with the cumulative impacts of development and the requirements that arise from this such as large capital projects to provide additional capacity in areas such as the local highway network or through the construction of schools to provide additional education places. These projects can be funded by planning obligations in the form of Section 106 agreements or through a Community Infrastructure Levy.

Figure 1 Layers of site specific, local and strategic infrastructure.

1.11 The Infrastructure Delivery Plan addresses the need for strategic 'off site' infrastructure as well as some requirements for local 'site specific' infrastructure of an appropriate scale. The cost and requirement for site specific infrastructure is hard to establish at the plan making stage.

1.12 The location, scale and cost of strategic infrastructure can be established through an existing evidence base, engagement with infrastructure providers and modelling to establish the infrastructure needs arising from development.

1.13 The Infrastructure Delivery Plan provides a transparent mechanism and evidence base through which to seek developer contributions as well as realising opportunities to access other streams of public, private and not for profit sectors finance to help reduce the cost of developing in the borough. Planning positively for infrastructure helps to ensure the needs of the community for new and improved infrastructure will be met helping to balance economic growth with sustainable development.

1.3 Infrastructure Planning Context

1.14 The Infrastructure Planning Framework set out below summarises the policy framework for the Infrastructure Delivery Plan in the context of national planning policy and the Local Plan. Corporate policies and strategies and other public sector agency plans feed into the Local Plan

and help shape policies. They also help to inform the infrastructure requirements of the plan. Asset Management Plans and infrastructure requirements of various external infrastructure providers will also be considered as part of developing the Infrastructure Delivery Plan.

Figure 2 Infrastructure Planning Framework
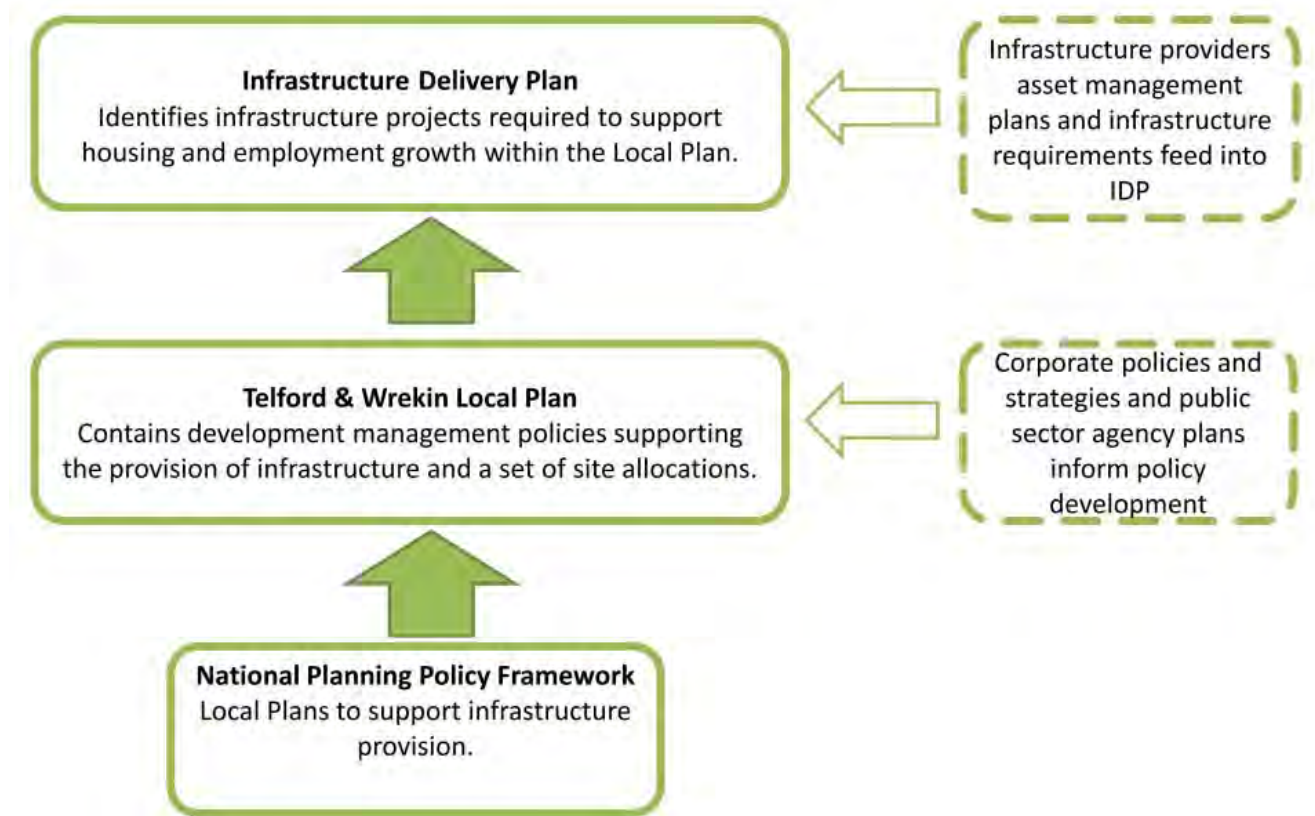
National Infrastructure Plan

1.15   The National Infrastructure Plan adopted in December 2014 sets out the government's approach to securing infrastructure projects which are deemed to be of nationwide economic importance. The National Infrastructure Plan is designed to:

- Provide an ambitious vision for the provision, performance and capacity of infrastructure to meet the needs of the UK economy;
- Provide a policy framework to provide investors with confidence to commit to long term projects;
- Establish a long term pipeline of infrastructure projects; and
- Ensure the supply chain has the tools and certainty required to deliver projects.

1.16   The plan outlines a number of projects which will positively benefit the economic growth of the borough as well as promote sustainable development. A selection of the key schemes are included within the table below.

Table 2 National Infrastructure Schemes

National infrastructure projects	Local impacts
High Speed 2	Reduced travel time between Birmingham and London increasing the journey opportunities between London and Heathrow.
Investment in energy generation capacity	Improved resilience of the energy networks will help facilitate residential, industrial and commercial growth and provide additional confidence for businesses investing locally on sites such as the T54 and Hortonwood Industrial Estate. Additional renewable generation capacity planned for Mid Wales will help provide sustainable power provision for the region cutting carbon emissions.
£15bn investment in the strategic road network	Improved regional and national accessibility by road helps to improve Telford & Wrekin's ability to attract inward investment. The construction of a link between the M54 and M6 / M6Toll has completed the initial consultation stage with a funding announcement expected by 2016.
£38bn Network Rail delivery programme	Improved rail services to, from and around the West Midlands as well as better connectivity to the national network.
Investment in broadband infrastructure	The borough is benefiting from local and national investment in broadband infrastructure which will see 98% of the borough served by superfast broadband networks by 2017.

National Planning Policy

1.17   The two most relevant areas of guidance are the National Planning Policy Framework (the NPPF) and the Government's online Planning Practice Guidance (the PPG).

1.18   The NPPF was adopted in March 2012 and sets out Central Government planning policies. The NPPF sets out the requirement for Local Planning Authorities to identify and plan for the provision of appropriate levels of strategic infrastructure to support the 'presumption in favour of sustainable development'.

1.19   Local Planning Authorities are expected to include strategic policies that address "the provision of strategic infrastructure for transport, telecommunications, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat)" as well as "the provision of health, security, community and cultural infrastructure and other local facilities".

1.20   The NPPF directs Local Planning Authorities to:

- Pro-actively drive and support sustainable economic development through the provision of infrastructure;
- Identify barriers to investment such as a lack of infrastructure;
- Identify priority areas for infrastructure provision;

- Protect sites, routes and facilities critical to infrastructure development;
- Plan positively for development and the infrastructure required to support this;
- Work with other Local Planning Authorities to assess the quality and capacity of infrastructure;
- Take account of the need for nationally significant infrastructure within their area;
- Assess the scale of planning obligations and policy burdens on developers;
- Ensure that planned infrastructure is delivered in a timely fashion;
- Establish a good understanding of district wide development costs;
- Work with cross boundary bodies such as Local Enterprise Partnerships to plan for strategic priorities;
- Understand and work across different geographies to plan and deliver services and infrastructure including travel to work areas.

1.21 The Government's PPG directs councils on how to plan for the infrastructure they need to accommodate new employment and housing in the preparation of Local Plans. This guidance is underpinned by the principle that Local Plans and the policies within them are viable.

1.22 Consistent with the NPPF, the PPG advises councils to initiate early discussion with infrastructure and service providers (including the Local Enterprise Partnership) to help understand their investment plans and critical dependencies and to understand the strategic issues facing their area, including the prospects for investment in infrastructure.

1.23 The Local Plan should make clear, for at least the first five years, what infrastructure is required, who is going to fund and provide it, and how it relates to the anticipated rate and phasing of development. This may help in reviewing the plan and in development management decisions.

1.24 For the later stages of the plan period less detail may be provided as the position regarding the provision of infrastructure is likely to be less certain. If it is known that a development is unlikely to come forward until after the plan period due, for example, to uncertainty over deliverability of key infrastructure, then this should be clearly stated in the Local Plan. Where the deliverability of critical infrastructure is uncertain then the plan should address the consequences of this, including possible contingency arrangements and alternative strategies.

Marches Local Enterprise Partnership - Strategic Economic Plan

1.25 The Marches Local Enterprise Partnership operates across Telford & Wrekin, Shropshire and Herefordshire and alongside the three Local Authorities is responsible for delivering the Marches Strategic Economic Plan. The Strategic Economic Plan sets out the Marches ambition to deliver 70,000 new homes and 40,000 jobs over the new twenty years. Telford is defined as an "urban powerhouse" and will be expected to deliver a good proportion of the area's new homes and jobs.

1.26 As part of the Strategic Economic Plan the Marches has identified physical infrastructure as a priority: *'we will provide a compelling business investment offer with a progressive planning framework and infrastructure fit for tomorrow's business needs'.*

1.27 The Strategic Economic Plan identifies three key priorities for infrastructure provision including:

- Delivery of stalled housing and employment sites
- A focus on improved transport infrastructure
- Better broadband connections

1.28   Infrastructure improvement projects to the value of £32.5m were identified for the borough as part of the plan, these were focused on highways, utilities and transportation infrastructure. £22.6m has been secured to date towards a range of schemes across the borough including the 'Growth Points Package' of key road improvements, Telford Eastern Gateway, scheme to improve Junction 4 of the M54, funding to provide a better bus station for the town centre and utilities upgrades for the T54 employment site. The Council will continue to work with the Marches Local Enterprise Partnership to deliver the Strategic Economic Plan and secure funding through further 'growth deals'.

Telford & Wrekin Local Plan

1.29   The Local Plan will see the development of a significant amount of residential and employment land within the borough.

Table 3 Development Summary

Type of development	Net scale of development
Total number of residential units, consisting of:	15,555
a. Committed / completed residential units	10,882
b. Total Future Supply	4,673 (of which 3,499 are specific site allocations)
Total amount of employment land	149 hectares (of which 76 hectares are expected to be delivered by 2031)
Population growth	Around 31,000 rising from 167,800 people in 2011 to around 198,000 in 2031

1.30   The scale of infrastructure required to support the sustainable development of Telford & Wrekin as set out in the Local Plan will require forward planning through the Infrastructure Delivery Plan. The planning of this infrastructure will not be carried out in isolation and will involve consideration of existing local planning documents and evidence base such as the Local Transport Plan and Local Green Infrastructure Needs Study.

1.31   The Key Diagram in Figure 3 illustrates the Spatial Strategy of the Local Plan.

Figure 3 Key Diagram Telford & Wrekin Local Plan
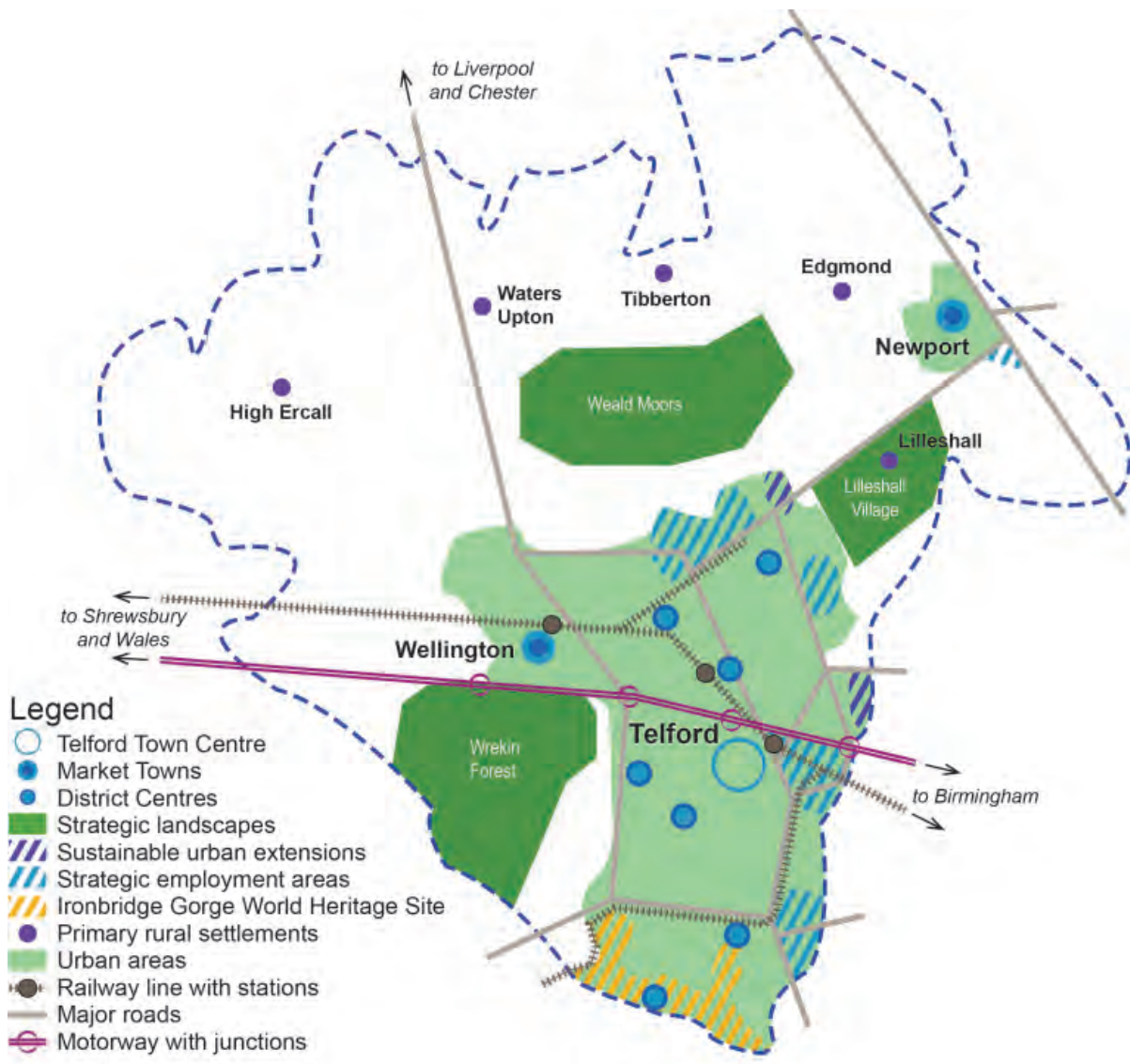
1.4 Infrastructure Challenges, Risks and Opportunities

1.32   Supporting the levels of housing and employment growth within the Local Plan with strategic infrastructure will be a challenge for the Infrastructure Delivery Plan. Managing the challenges, risks and opportunities to the delivery of the Local Plan will be critical to ensure that the Council can attract willing developers who are prepared to invest in Telford & Wrekin whilst fairly contributing towards infrastructure required to support development.

Local Infrastructure Challenges

1.33   The challenges set out below will have a cross cutting impact on the delivery of the different infrastructure areas, for example, the 'design life of existing infrastructure' will affect a number of areas including buildings, highway assets and structures.

Table 4 Local Infrastructure Challenges

What is the challenge?	How will this be addressed?
Design life of existing infrastructure - Telford was designed as a New Town with a significant amount of strategic infrastructure built around 30 - 40 years ago and likely to require renewal at the same time.	The Council is investing significant sums of money into renewing existing public infrastructure such as roads and pavements (Pride in the Community programme) and has been successful in securing funding for major projects such as Building Schools for the Future and European Funding for the stabilisation of sections of the World Heritage Site.
High levels of planned growth - The Council is planning to deliver 15,555 new homes throughout the course of the Local Plan. Approximately 80% of housing developments have already received planning permission.	The Council has an excellent track record of securing external funding for infrastructure. This approach will continue with external sources of funding being sought in order to offset the cost of infrastructure, where costs would have otherwise been met primarily by developers.
Spreading the cost of strategic infrastructure - Providing strategic items of infrastructure required to support the cumulative impact of developments requires large amounts of capital expenditure which needs to be spread across a number of sources.	The Infrastructure Delivery Plan will have a broad based funding strategy which will be focused on reducing the costs of development in the borough. Priority will be given to accessing other sources of public and private sector investment prior to seeking fairly apportioned contributions from developers.
Future proofing infrastructure - The design of infrastructure needs to take account of cumulative planned developments as well as the potential for windfall development over the plan period and beyond.	Where new infrastructure is required to support developments this should be future proofed against the need to further expand capacity to accommodate future developments through, for example, the allocation of additional land for expansion of highway infrastructure or the future expansion of education facilities.
Planning development holistically - In the absence of plan led development it is difficult to capture and plan for the cumulative impact of developments. This includes planning for adjacent developments and strategic developments.	The development of the Local Plan provides a plan led approach allowing for developments in certain areas to be planned (at the outline application stage) holistically in order to understand the cumulative infrastructure requirements for the area. This approach will enable a better understanding of costs, what sources of funding might be available and how, where necessary these costs can be fairly apportioned amongst multiple developers.

Risks and Opportunities

1.34   The Council recognises that development does not always come forward as planned and delivery is often subject to a range of factors and risks which can delay development, the converse is that given favourable economic conditions can accelerate the delivery of

development. Due to the duration of the Local Plan the major risk and opportunities to the delivery of development and accompanying infrastructure have been identified in the table below.

Table 5 Risks and Opportunities Influencing the Pace of Development Delivery

Risks influencing the delivery of development	Opportunities influencing the accelerated delivery of development
Downturn in the economy - depending on the severity of the event this is usually accompanied by a corresponding drop in house building and loss of confidence in the housing market leading to a reduction in supply and demand. Economic downturns also lead to a contraction in economic activity, business closures and job losses which can depress employment land values as well as housing demand.	**Upturn in the economy -** growth in the economy is generally reflected in the strength of the housing and jobs markets. This leads to increased demand for housing, increased mobility in the housing and job markets as well as increased demand for employment land.
Poor viability of sites - viability of development sites can be negatively affected by a range of factors including issues such as an economic downturn which can depress land values and reduce the financial viability of taking a development forward. Unforeseen site specific issues can also affect viability such as the discovery of geological constraints.	**Good viability of sites -** the viability of sites can be improved by a range of factors including the provision of funding to help mitigate site specific issues or an upturn in the economy which can help generate higher land values and house prices.
Appetite of the market - this is largely the balance between the supply and demand for housing or employment units. Developers will not build where there is weak demand in the local housing market as this would further exasperate the situation by flooding the market and depressing house prices.	**Windfall sites -** sites not included as site allocations in the Local Plan can still come forward. These sites will be considered on a policy basis and on whether the local area can accommodate any additional development.
Developer factors - sites can sometimes be delayed where 'land banking' occurs. That is where a developer obtains a planning permission but does not develop with the intention of selling the site onwards. Sites can also be sold on by developers for a variety of reasons which serves to delay the delivery of sites. Often in unfavourable economic conditions developers themselves can fail financially leading to sites lying undeveloped.	**Publicly owned land -** Telford & Wrekin has the advantage of large areas of land in the ownership of the Council and the Homes & Communities Agency. These sites represent an opportunity to address the need for strategic housing allocations. As sites are in public ownership their constraints can be addressed promptly to help speed up delivery.

1.5 Approach to Infrastructure

1.35   The Infrastructure Delivery Plan addresses the issue of 'strategic off-site infrastructure' and local 'sight specific' infrastructure of an appropriate scale, that is required to address the wider impacts of development and the cumulative impact in particular. The location and / or scale of housing and employment sites can have a potentially significant impact on the ability of existing infrastructure to absorb additional development. To bring sites forward it will be necessary to address these strategic 'deficiencies' to reduce barriers to development through the provision of new or enhanced infrastructure having a transformative affect on economic and social regeneration.

1.36   Site specific infrastructure will still be required to make individual developments "acceptable in planning terms" and it will be the responsibility of developers to demonstrate that they have taken account of the policies included within the Local Plan when submitting a planning application.

Categorisation of Strategic Infrastructure

1.37   The National Planning Policy Framework identifies infrastructure as falling into three broad categories of physical, social and green infrastructure. In general these categories cover tangible assets that provide additional capacity for services, for example expanded schools will create more school places. Using these categories and the infrastructure subject areas the Council has identified three broad types of infrastructure and a range of associated subjects as set out below:

- **Transport and utilities infrastructure -** this includes the provision of new or enhanced infrastructure such as the highway network, telecommunications systems, water supply, drainage, sewerage networks and power generation (including renewable energy). The subjects within this area are:

    - Water (supply and sewerage)
    - Electricity (including renewable energy)
    - Gas
    - Highways and Transport
    - Telecommunications and Broadband
    - Waste

- **Social infrastructure -** this consists of the provision of new or enhanced infrastructure such as buildings to support services such as libraries, leisure centres, primary schools, secondary schools, health care facilities and emergency services. This also includes a wide variety of housing provision including affordable and market housing designed to meet a range of needs. The subjects within this area are:

    - Education
    - Health and Wellbeing
    - Emergency Services
    - Leisure
    - Community Facilities

- **Environmental Infrastructure -** includes the provision of new or enhanced parks, public rights of way, playing pitches, open space, woodland and waterways that help to create a more pleasant natural environment and improve the health and wellbeing of residents and visitors. The subjects within this area include are:

  - Green Infrastructure
  - Drainage and Flooding

Prioritisation of Infrastructure

1.38   Infrastructure projects are prioritised as set out in Table 6. The prioritisation of schemes will allow the Council to maintain maximum flexibility in the delivery of development whilst ensuring that critical infrastructure which is directly related to developments and required in order to make the development 'acceptable in planning terms' is delivered. This will help provide the Council with flexibility in delivering residential and employment development especially in unfavourable market conditions, such as an economic down turn.

1.39   Where the level of available funding is insufficient to meet all of the identified infrastructure needs the Council can direct developer contributions towards schemes which have a higher priority in order to deliver development and secure match or external funding opportunities.

Table 6 Infrastructure Prioritisation Table

Priority	Description
Critical infrastructure	Projects that must happen to enable the scale and spatial pattern of physical growth proposed in the Local Plan. These infrastructure items are considered to be 'show stoppers' and are most common in relation to transport and utilities infrastructure when, for example sewerage systems are at capacity, therefore preventing the development of homes until substantial upgrades in the sewerage system have been completed. Experience from other growth areas show that such 'show stoppers' can often result in development being held up for in excess of five years which can have serious implications for meeting growth targets, particularly if the lion's share of growth is planned in a handful of strategic allocations. Failure to provide these elements of infrastructure could result in significant delays in the projected growth trajectories across the Local Plan area.
Important infrastructure	This is infrastructure required if growth is to be achieved in a timely and sustainable manner. Although infrastructure in this category is unlikely to prevent physical development in the short term failure to invest in it, as suggested below, could result in delays in development in the medium term. As developments are completed and pressure increases on the various elements of infrastructure, further development could be deemed inappropriate and unsustainable by planning authorities, resulting in the refusal of planning permission for later phases of development.

| Priority	Description
Desirable infrastructure	Finally, infrastructure identified as desirable is infrastructure that is required for sustainable growth but is unlikely to prevent development in the short to medium term. Although infrastructure identified within this category is the least important in allowing sites to be developed its importance to sustainability and place making objectives across the Local Plan should not be underestimated.

1.6 Methodology

1.40 The Council has broken infrastructure planning down into three distinct stages in order to better understand the infrastructure requirements arising from the Local Plan that will; 1) best serve the existing and future residents, and 2) provide more certainty around the scale, location, cost and phasing of infrastructure projects.

Three Stage Infrastructure Strategy

1.41 The three stages in the process are set out in Figure 4 below and can be further explained as;

- **Stage 1 - Demographics.** This stage focuses on the population and household forecasts that are informed by the overall level of housing and employment development included in the Local Plan. This level of information helps with assumptions on scale and type of infrastructure, for example, an ageing population will require better public transport provision and more accessible local services, whereas a younger 'working' population may need better accessibility by car and access to different public services.

- **Stage 2 - Infrastructure Planning.** Using available information on committed development sites and site allocations within the Local Plan as well as site yields, location specific infrastructure planning has been undertaken. This information has helped identify pressures on local infrastructure networks and services and identify the need for improved or expanded provision through working with partners to model impacts and collate a clear evidence base. This section is structured under the headings of; 1) Transport and Utilities Infrastructure, 2) Social Infrastructure and 3) Environmental Infrastructure.

- **Stage 3 - Delivery and Funding.** This stage describes in detail the strategy the Council will employ to deliver the infrastructure required to support development that comes forward through a phased approach through positive engagement and cooperation with infrastructure providers and the developer community. The funding strategy for the Infrastructure Delivery Plan will also set out the Council's approach to maximising the investment in infrastructure projects required to support the plan balanced with a flexible approach to the prioritisation of infrastructure.

Figure 4 Three stage infrastructure strategy
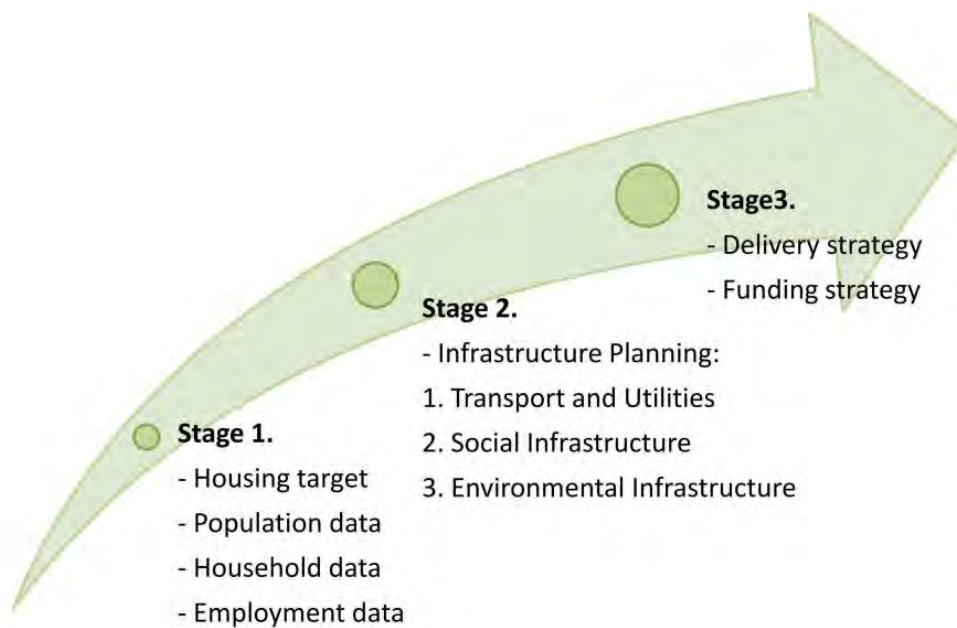
Infrastructure Planning Evidence base

1.42   The evidence base for the Infrastructure Delivery Plan has been assembled from a range of data sources including:

- Liaison with internal and external infrastructure providers;
- Infrastructure Asset Management Plans;
- Population forecasts;
- Household forecasts;
- Housing growth projections;
- Modelling studies;
- External consultant reports.

1.43   The purpose of the evidence base has been to inform the development of projects to help mitigate the impact of housing and employment developments set out in the Local Plan. The approach taken by the Council included providing infrastructure providers with data on the location, scale and phasing of housing developments to enable them to assess the impact on their services. In a number of instances this has required the commissioning of modelling or studies to further inform the development of infrastructure projects, commissions included:

- Traffic modelling - detailed modelling of pressure points on the local highway network with the results used to develop a highways mitigation strategy;
- Waste arisings study - assessment of levels of waste generated through development and the associated waste management capacity;
- Water cycle study - assessment of water supply, waste water treatment and drainage in the borough;

- Water quality modelling - assessment of the environmental impact of development on local rivers and water courses;
- Leisure facilities modelling - modelling capacity within local swimming pools and sports halls.

1.44   Other work has been undertaken with internal departments to assess the need for additional and enhanced infrastructure as a result of the Local Plan. This has included working with:

- Education to assess the capacity of local schools to absorb additional pupils and to identify the need for expanded or new schools;
- Highways and Transportation to develop a mitigation strategy based on the results of the traffic and work with the local bus operator to look at future housing sites and opportunities to better serve existing and new communities;
- Drainage to assess the impact on local drainage infrastructure as well as up date the Strategic Flood Risk Assessment;
- Waste Planning to understand the outputs of the Waste Capacity Study and the new municipal waste contract;
- Registry Services to review existing cemetery capacity and identify the need for additional capacity;
- Leisure to identify the need for new and enhanced play and recreation facilities;
- Parks and Open Space to identify 150 'Green Guarantee' spaces; and
- Cultural Services to understand the need for new or improved cultural facilities.

Duty to Co-operate

1.45   As part of ensuring a robust evidence base for the Local Plan and the Infrastructure Delivery Plan the Council has through the 'Duty to Co-operate' engaged with key infrastructure providers in the health, highways and environmental sectors amongst a wider range of infrastructure stakeholders which have contributed towards the plan.

1.46   The table below summarises the Council's involvement with Duty to Co-operate bodies as well as a description of the joint evidence work undertaken and a summary of the agreed approach to infrastructure.

Table 7 Duty to Co-operate Bodies

Organisation	Evidence base	Outcome
Highways England	Highways England and the Council have developed a partnership approach and as part of this worked closely on detailed modelling (to a methodology agreed with Highways England) of the impact of development on the highway network. The output of the modelling has been the identification of junctions, roundabout's and road links which have been included within the Local Plan highways mitigation strategy	The final mitigation package to be included within the Local Plan is subject to agreement with Highways England. This is expected to be agreed by December 2015.

Organisation	Evidence base	Outcome
	methodology agreed with Highways England.	
Environment Agency	The Council has maintained a close working relationship with the Environment Agency including partnership working on the production and delivery of a detailed 'Water Cycle Study' which has helped identify water supply, waste water treatment and drainage issues. The findings of the Water Cycle Study and Water Quality Modelling (undertaken by the Environment Agency) have helped inform the mitigation measures agreed with Severn Trent and Strine Internal Drainage Board.	The Environment Agency have confirmed that they believe there are no fundamental 'show-stopping' concerns with the Local Plan and associated evidence base. Similarly the submitted Infrastructure Delivery Plan (IDP) is a good representation of the current and projected issues with regards to the water environment.
Telford & Wrekin Clinical Commissioning Group NHS England	Telford & Wrekin Clinical Commissioning Group commissioned NHS England to deliver a Strategic Estates Strategy covering primary care provision across the borough, the outputs of the strategy have been included within the Infrastructure Delivery.	The final mitigation package to be included within the Local Plan is subject to agreement with the Telford & Wrekin Clinical Commissioning Group and NHS England. This is expected to be agreed by December 2015.
Telford & Wrekin (Highways)	Traffic modelling as per Highways England above.	The Council as the Local Highway Authority has raised the need for new strategic infrastructure in order to support the delivery of the Local Plan. This has been logged in the Infrastructure Delivery Schedule.
Natural England	Natural England have been involved in discussions with the Council as the plan has emerged especially in relation to: Water, biodiversity and geodiversity, landscapes, both nationally designated and local landscape character, green infrastructure including priority habitat creation, climate change, soil and waste. Natural England have also commented on the Habitats Regulation Assessment and the Sustainability Appraisal.	Natural England have confirmed that they have no major issues with the Local Plan.

Organisation	Evidence base	Outcome
Local Enterprise Partnership	The Council have been working with the Marches Local Enterprise Partnership to deliver the Marches Strategic Economic Plan for the area covering Telford & Wrekin, Shropshire and Herefordshire. As part of this work the Council have secured £22.6m in funding towards highways, transport and utilities infrastructure through Growth Deal 1 and will be submitting a bid for 'Growth Deal 2' funding for further infrastructure funding.	The Local Enterprise Partnership are expected to support the plan and this is expected to be resolved by November 2015.

1.47   In addition to the bodies above the Council has been working with a range of infrastructure providers who have contributed towards or provided evidence studies as well as providing existing infrastructure evidence such as asset management plans. This has included work with external infrastructure providers including utility companies, West Mercia Police and the Shropshire Fire service. Further details of these infrastructure providers can be found under the relevant infrastructure subject area in Section 3.

1 Introduction

2 Demographics

2.1 Households, Housing and Population

2.1   The purpose of this stage is to focus on the population and household forecasts that are informed by the overall level of residential and employment development that will be delivered through the Local Plan. This stage will also consider the implications of the housing growth trajectory and the phasing of development based on the planned target of 15,555 homes by 2031.

Map 1 Telford & Wrekin Local Plan housing allocations and commitments

Legend

- Draft Plan Housing Allocations
- Housing Commitments
- Borough of Telford & Wrekin Boundary
- Built up area

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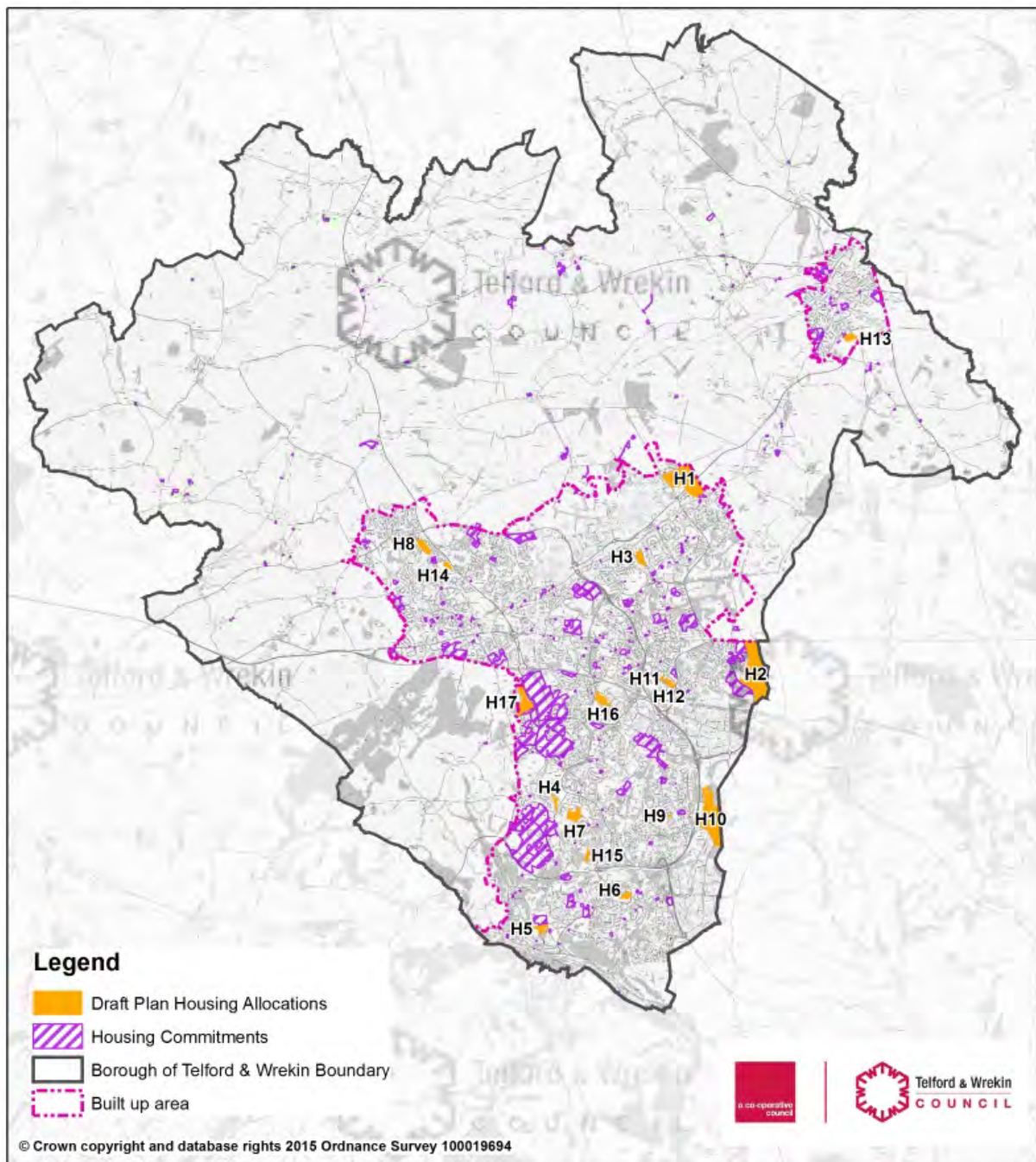
2.2   On this basis of the Council's housing target and estimate of 76 ha of employment of land being delivered for development, the Council anticipates the borough's population might grow by just over 31,000 to around 198,000 people. The Housing background paper sets out how this forecast has been reached. Table 9 below sets out the likely population profile of a borough with 198,000 residents in comparison with the profile based on the 2011 Census.

Table 8 Telford & Wrekin age profiles 2011 and 2031 (forecast)

Age band	2011	2031	Change
0 to 4	11426	12720	1294
5 to 14	20603	25280	4677
15 to 24	22317	24560	2243
25 to 34	21194	23508	2314
35 to 44	23830	25745	1915
45 to 54	23286	22219	-1067
55 to 64	19832	22438	2606
65 to 74	14107	20171	6064
75 to 84	7537	14424	6887
85 +	2699	6936	1237
	166831	**198000**	**31169**

2.3   It will be seen that there is likely to be an increase in the numbers of residents in all age bands with the exception of the 45 to 54 year cohort. The borough's profile is likely to continue to age although at a slower pace than the national average and this is due to the large amount of employment land that will be released. The most notable changes are that as a proportion of the total population, the over 65 year age cohort will grow both in terms of numbers and as a proportion of the total population. The number of residents aged between 65 and 74 is likely to increase by over 20%. There is likely to be a 61% increase in residents between the ages of 75 and 84 and the population over 85 will more than double. The implications of this change in profile is that the Council will continue to have to provide for the needs of all age groups including schools provision but it will also have to work with partners to make provision for a significant forecast increase in the elderly.

2.4   On this basis, the number of households in the borough is forecast to rise from 66,608 to 82,845 over the lifetime of the Local Plan. It is reasonable to assume an increase of 16,237 households with mean household size continuing to fall reflecting the ageing population.

2 Demographics

2.2 Employment

2.5   The Local Plan anticipates a minimum of 76 hectares of employment land within the B Use Classes being delivered out of a potential stock of 149 hectares of available land up until the year 2031. The overwhelming bulk of this is located within Telford and reflects a legacy of the original New Town which had long established employment areas in the north and east of Telford. The Local Plan anticipates this new employment land being located in five clusters. These are: North Telford (Donnington, Hadley Park and Hortonwood); Donnington Wood; the central area of Telford (comprising central Telford and Stafford Park); Telford 54 (T54); and Halesfield. One major site allocation (approximately 10 hectares) has been made south of the A518 in Newport to support the growing agri-tech sector. The allocations anticipate a flexibility of end uses covering the B1 (business), B2 (general industry) and B8 (storage and distribution) Use Classes although there is a preference for B1 uses within the central Telford area. Potentially, these sites could deliver up to 25,000 new jobs.

Map 2 Strategic Employment Areas
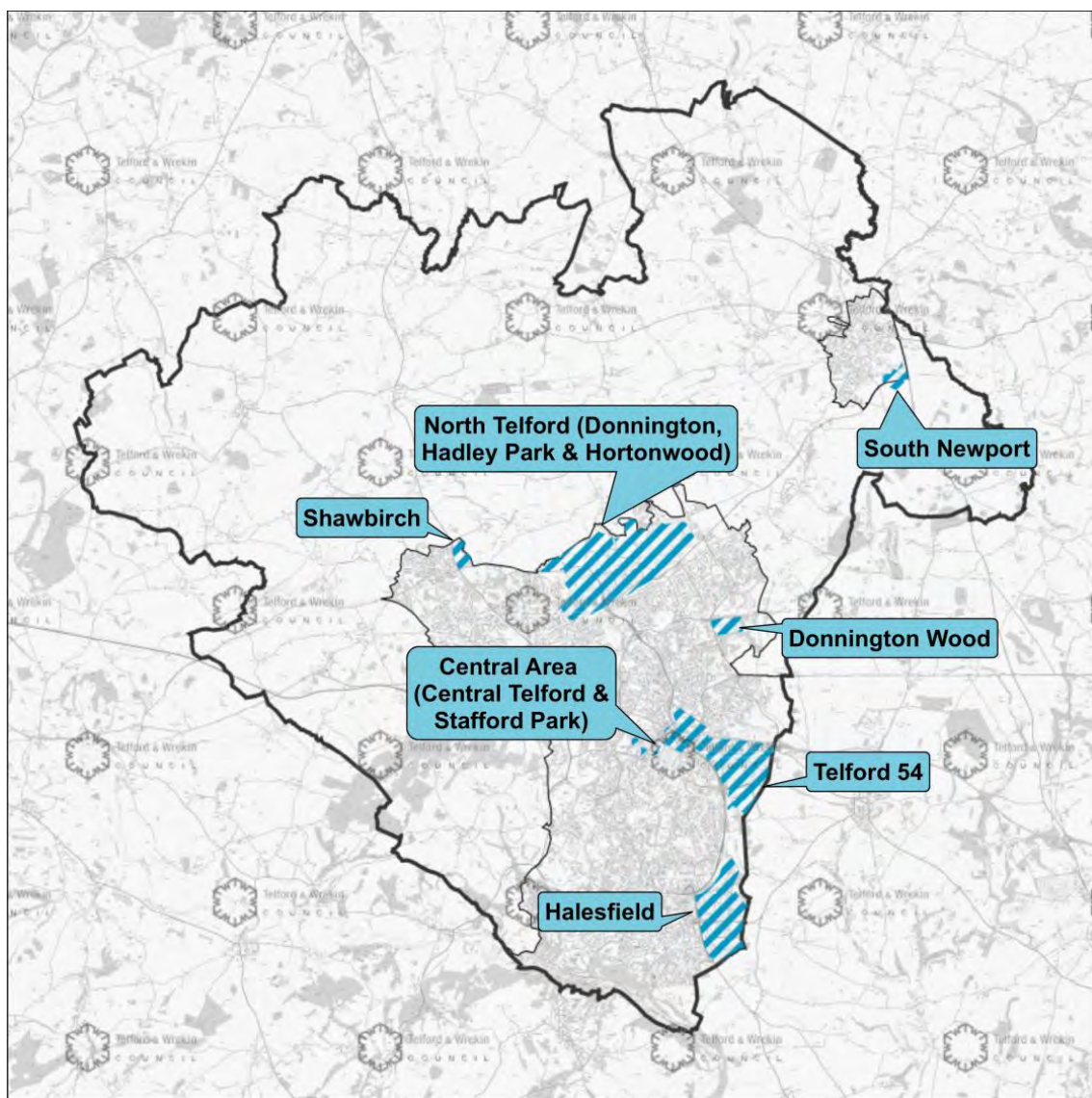
2.6   The Local Plan also assumes that other small scale windfall sites will come forward for employment use though it has not allocated land but that this increase in employment area will not be significant based on past monitoring of B Use Class approvals. This IDP has not taken account of extra employment generated by potential windfalls or from such uses or other areas of employment such as home working.

2.7   The borough will continue to grow and the Local Plan anticipates an additional 25,000 square metres of retail growth within Telford Town Centre. Again, it is difficult to predict the likely employment mix this will generate. The OffPAT/ HCA publication "Employment Densities Guide" (2nd edition) records that retail employment densities can vary for Use Class A1 activity from one employee per 17 square metres to one employee per 90 square metres for superstores/ retail warehouses. That is between 277 and 1470 new jobs.

2.8   Research to support the rural policies in the Local Plan anticipate that the agricultural employment base will remain constant although Harper Adams University may grow and support other local rural businesses too.

2 Demographics

3 Infrastructure Planning

3 Infrastructure Planning

3.1   The information in this section is broken down by the infrastructure subject areas under the sections of: transport and utilities, social infrastructure and environmental infrastructure. Each infrastructure subject areas is subsequently broken down by the following headings:

- **Overview table** - this contains a brief descriptive overview of the subject in question as well as the supporting infrastructure, key infrastructure providers and infrastructure evidence base.
- **Infrastructure context** - this section describes what the subject area covers, sets out who is responsible for the delivery of infrastructure and provides a broad description of how the infrastructure is currently delivered and paid for.
- **Infrastructure planning issues** - drawing on the available evidence base this section provides a review of key planning issues including constraints and mitigating measures.
- **Local Plan infrastructure requirements** - this section looks at the need for expanded or new infrastructure arising as a result of the Local Plan this includes a description of how infrastructure will be funded and who is responsible for its delivery.
- **Infrastructure schedule** - the schedule contains a list of projects which are related to the subject area.

3.2   It should be noted that where providers have confirmed that there is no infrastructure gap no Infrastructure Delivery Schedule has been included. The Infrastructure Delivery Schedules identify the following:

Table 9 Infrastructure Delivery Schedule

Column	Description
Timeframe	This is a broad indication of the delivery timescale for a project within the overall scope of Local Plan e.g. within 5 years, 5 – 10 years and 10 years +.
Priority of projects	This identifies whether the project is critical, essential or desirable to the operation of the Local Plan.
Infrastructure type / project	A distinction is made between the broad 'type' of infrastructure required such as 'area highway improvements' or more specific projects such as the delivery of a school.
Estimated costs	Where possible draft costs have been gathered for projects and schemes which may alter at the design and delivery stages. Where schemes and projects are at the inception stage a broad estimate of costs has been made. This is to give a flavour of the likely costs (i.e. millions) and will be revised as the project progresses through to the detail design stage.
Funding source	Identification of funding already secured, expected sources of funding and any gaps in project funding.
Delivery agency	This gives details of the likely lead delivery agencies involved.

3.1 Transport and Utilities Infrastructure

3.1.1 Water (supply and sewerage)

Table 10 Overview - Water

Subject description	The water environment of the borough includes water supply and waste water which are supported by extensive infrastructure including pipeline networks, treatment facilities and sources of drinking water. The environmental aspects of the water environment such as water quality and pollution levels are considered alongside physical water infrastructure.
Supporting infrastructure	• 11 sewage treatment works • Water supply pipelines • Sewer networks • Boreholes for ground water abstraction
Key infrastructure providers / stakeholders	• Severn Trent Water • Environment Agency • Water Services Regulation Authority (Ofwat)
Evidence base - key documents / methodology	• Water Cycle Study (2015) • Water Quality Modelling (2015) • Severn Trent Water, Asset Management Plan 6 (2015 - 2020) • Severn River Basin Management Plan (2009 - 2015) • Water Resources Management Plan (2014 - 2039)
Supporting Local Plan policies	• Policy ER 10 - Water conservation and efficiency • Policy ER 11 - Sewerage systems and water quality
Funding summary	The cost of maintaining and upgrading strategic water supply and waste water infrastructure is met by Severn Trent Water (as the statutory undertaker covering the borough).

Water infrastructure management and delivery

3.3   Water supply and waste water treatment are the responsibility of Severn Trent Water as the statutory undertaker as set out in the Water Industry Act (1991). The role of the Environment Agency is to monitor and regulate Severn Trent Water's environmental related activities including the issuing of Environmental Permits for; waste water discharge from sewage works, the supply of drinking water as well as monitoring water quality.

3.4   Severn Trent Water has an obligation to plan for, invest in and develop infrastructure to support the provision of public water supplies and sewerage treatment capacity. Water Resource Management Plans provide a 25 year framework for the identification of long term planning issues such as resilience of water supplies. The delivery of and investment in strategic infrastructure is then managed through 5 yearly Asset Management Plans.

3.5   The framework through which water supply and waste water are managed and delivered include the following documents:

- **Water Resources Management Plan 2014 to 2039 -** All water companies are required to produce Water Resource Plans covering a period of 25 years, which should demonstrate the predicted demand and supply requirements resulting from population growth. The preparation of Local Plans and associated Infrastructure Delivery Plans should feed into this process, providing water companies with important information on planned development levels.
- **Severn Trent Water Asset Management Plan period 6 2015 to 2020 -** Water companies (including Severn Trent Water) produce 5 year business plans known as Asset Management Plans, setting out their planned infrastructure projects for that period. The current period 6 covers 2015 - 2020 with period 7 covering 2020 - 2025 with draft plans expected to be submitted in 2018 and period 8 covering 2025 - 2030.
- **Severn River Basin Management Plan 2009 to 2015 -** The plan sets out the pressures facing the water environment in this river basin district and the actions that will seek to address these. The plan is prepared under the Water Framework Directive and will be reviewed on a six yearly cycle with the next plan due in 2016. The Council is represented on the project steering group.

3.6   It is critical for Severn Trent Water to demonstrate value for money and it is in the Council's interest to help with this by minimising the need for large capital infrastructure helping to reduce the cost of developing in the borough.

3.7   Most investment in infrastructure will be agreed through the Asset Management Planning process, however where unforeseen requirements arise during an Asset Management Planning period Severn Trent Water can submit interim determinations to Ofwat, the water industry regulator, to seek additional funding to meet these requirements.

3.8   When a developer wishes to proceed with a particular site, they can requisition Severn Trent Water to provide local network infrastructure to connect the site to public water supplies and sewers with the cost being met by Severn Trent Water as part of their role as statutory undertaker. However, provisions within the legislation do allow costs to be shared between the developers and Severn Trent Water via a 'Requisition Agreement' if it is demonstrated that there is/was no sewerage problem before development.

3.9   Severn Trent Water expects that its main responsibility over the Local Plan period will lie with removing foul waste from new developed sites. This reason for this is that the Council will be promoting the use of Sustainable Urban Drainage features through Local Plan policy. Drainage and flooding are dealt separately in '3.3.2 'Drainage and Flooding'' .

Water Supply

3.10   The borough's population is primarily supplied by ground water abstracted from local aquifers via a series of boreholes. The borough is covered by two 'Water Resource Zones' (WRZ) which are the geographical areas for drawing ground water supplies. The larger portion of the borough, including Telford, is covered by the Shelton WRZ and a portion of the rural area covered by the Wem and Whitchruch WRZ. The key issues driving investment in water supply infrastructure are sustainable management of ground water, addressing issues of low river flows and improving the resilience of local water supplies.

3.11   The Environment Agency has a major role in determining the source and level of water supply for the local area through the issuing and regulation of Environmental Permits prior to the abstraction of ground or river water.

Waste Water

3.12   Severn Trent Water has a general duty under section 94 (clauses 1a and 1b) of the Water Industry Act (1991) to:

● Provide, maintain, improve and extend such a system of public sewers;
● Ensure that the area is and continues to be effectively drained;
● Make provision of the emptying of sewers by means of sewage disposal works or otherwise.

3.13   Waste water is managed by Severn Trent Water through nine sewage works spread across the the borough, two sites located outside the borough at Coalport (to the south) and Monkmoor (to the west) and associated sewerage networks. The majority of homes are served by Rushmoor (c40k homes), Coalport (c30k homes) and Newport (c5k homes) with rural settlements served by smaller treatment plants.

3.14   The key factors influencing the levels of water treatment at sewage works are the size of the population and sensitivity of receiving water courses to the pollutants that could be discharged. Treatment levels include:

1. Primary treatment - mechanical stage that removes suspended solids;
2. Secondary treatment - use of biological methods to remove dissolved organic matter and further removal of solids;
3. Tertiary treatment - addresses different pollutants using different treatment processes and can remove more than 99% of all impurities from sewage. This stage can enable a treatment works to process higher volumes of waste water whilst remaining within the permit conditions. However it can be chemical intensive and expensive to put in place.

3.15   The Environment Agency regulates the discharge of water from sewage works and monitors the quality of local receiving water courses to help determine the source of any pollution. Where pollution is a result of additional discharge from sewage works as a result of development, the Environment Agency will review the Environmental Permit for the relevant works and set more stringent conditions which Severn Trent Water will have to meet to deliver additional capacity. It should be noted that the physical capacity of a works does not always match the environmental capacity. This can be a result of stricter use of Environmental Permits by the Environment Agency to reduce environmental pollution. The Environment Agency is also responsible for monitoring progress towards meeting the EU Water Framework Directive which requires all the 'receiving water courses' (rivers that take discharge waters from treatment works) as no deterioration in water quality or achieving 'good' status by 2027. Telford and Wrekin Council will be working closely with the Environment Agency to identify priority water bodies and we will need to work in partnership with an aim of ensuring no deterioration or delivering the necessary improvements to achieve good status by 2027.

Water infrastructure planning issues

3.16   Planning issues including constraints and opportunities affecting the water environment over the period of the Local Plan have been identified in the table below.

Table 11 Constraints and Mitigating Measures

Constraints	Mitigating Measures
Capacity at waste water treatment works - the ability of existing waste water treatment works, across the borough, to accommodate new development is constrained, with the exception of the Rushmoor works which has available capacity for around 17,000 new homes. Constraints on capacity are likely to fall in the catchments for the Newport and Coalport works and will require further hydraulic modelling by Severn Trent Water to identify specific investment projects. Smaller rural works will also come under pressure as the plan progresses and may require intervention by Severn Trent Water to provide additional capacity to meet these needs.	**Phasing of development -** the phasing of development will build in sufficient lead time for Severn Trent Water to identify, plan for and develop mitigation measures to meet capacity constraints and tightening of Environmental Permits. **Utilising spare capacity at waste water treatment works -** as mentioned above not all waste water treatment works are at or close to capacity, where this is the case the Water Cycle Study indicates that there will be opportunities to alter the catchment of works by redirecting waste flows towards works with available capacity. **Upgrading works -** of the waste water treatment works which are likely to come under pressure as a result of development all are at the 'secondary treatment stage' giving Severn Trent Water the option of upgrading works to the 'tertiary treatment stage' in order to address specific environmental issues which might arise as part of the Water Quality Modelling. **Operating to discharge limits -** Severn Trent Water has also indicated that they will operate waste water treatment works to the full extent of the Environmental Permits in order optimise operational resources.
Constraints on ground water abstraction - the Environment Agency through their 'Restoring Sustainable Abstraction Programme' are due to reduce the number of ground water abstraction licenses within the Shelton Water Resources Zone. This will reduce supplies of potable water after 2024-25 from existing sources - *it should be noted that Severn Trent Water are in the process of delivering mitigating measures to secure future supplies.*	**Increase abstraction from boreholes -** the utilisation of capacity within existing Environmental Permits would allow extra abstraction to meet any shortfalls that might arise. **Water efficiency measures -** developments can play a greater role in securing the efficient use of water supplies and Policy ER10 in the Local Plan seeks to secure this for developments of 10 homes or 100sqm of development and above.

Constraints	Mitigating Measures
	Resilience measures - Severn Trent Water has laid a pipeline between Telford and Shrewsbury to enable the transfer of water resources around their network.
Quality of receiving water courses - most receiving water courses in the borough are at 'poor' to 'moderate' status. Where additional pollution is identified as a result of discharge from a sewage works the Environment Agency will review and potentially tighten existing Environmental Permits with a view to seeking further improvements in water quality before increasing the scope of the permit.	**Water Quality Modelling -** the revised Water Cycle Study contains modelling to assess the impact of new development on the quality of water courses receiving discharge from waste water treatment works. The results of the modelling will help demonstrate the level of environmental constraints at individual treatment works, help ascertain whether any amendments will be required to Environmental Permits and when those changes would need to take place. This will help Severn Trent Water with forward planning of investment in sewage treatment capacity.

Local Plan water infrastructure requirements

3.17   The approach taken by the Council, in consultation with the Environment Agency and Severn Trent Water to the planning of water infrastructure over the period of the Local Plan has been to:

- Work jointly to establish a robust evidence base.
- Identify the constraints on development.
- Cooperate on the planning of mitigation measures.
- Produce a Water Cycle Study which assesses the impact of development on all aspects of the water environment including water supplies, waste water, drainage and flooding (see Environmental Infrastructure); and
- Undertake Water Quality Modelling to determine likely environmental constraints on local sewage works.

3.18   Severn Trent Water have confirmed that they are funded directly for carrying out their statutory duties and that they will provide capacity as and when required. **There is no public sector infrastructure funding gap**, as such no Infrastructure Delivery Schedule is required for this section.

Planning for waste water

3.19   Early engagement with the Environment Agency and Severn Trent Water as part of the development of the Water Cycle Study helped to identify the physical capacity of existing sewage works as a potential constraint to development.

3.20   Following advice from the Environment Agency the Council has worked to phase allocated development sites towards the later two thirds of the Local Plan. Given the build out rates and projected start dates for allocated development sites it is agreed by all parties including the Council, the Environment Agency and Severn Trent that there is a sufficient lead in time to plan for and address the need for additional capacity at local sewage works.

3.21   Table 12 below identifies the sewage works affected by committed and allocated development serving the borough. The table identifies the effect of development in the Local Plan on the physical and environmental capacity of the individual works as well as details of proposed / planned solutions to increase the capacity to accommodate additional development. The table also sets out within which Asset Management Plan period Severn Trent Water intends to address the constraints identified through the evidence base. The total capacity of a waste water treatment plant can be defined as:

- **Physical capacity** - this is the mechanical capacity of the works to process sewage from homes and is regulated by permits issued by the Environment Agency; and
- **Environmental capacity** - this is the capacity of the receiving water courses to accept development without causing any deterioration in the quality of the water course, this is regulated by permits issued by the Environment Agency.

Table 12 Waste Water Treatment Planning

Sewage Works	Physical capacity of treatment works	Environmental capacity of treatment works	Solutions (including projected headroom)	Asset Management Plan (AMP) period
Coalport	Approximately two thirds (1555) of the allocated homes cannot yet be supported.	Growth can potentially be accepted within current flow limit.	Capital maintenance project to incorporate works to improve capacity to meet projected population increases.	AMP 6 (2015-2020) - capacity improvements required to the latter part of the plan may be provided via subsequent AMP's.
Rushmoor	All the proposed development sites can be supported. Residual capacity for 9387 additional dwellings.	Growth can potentially be accepted within current flow limit. Modelling indicates that maintenance of current WFD class may require permit limits tighter than currently deemed achievable should environmental deterioration occur.	No action currently required, growth can be accommodated within current permit levels.	No action currently required, growth can be accommodated within current permit levels.
Newport	780 of the committed sites already exceed capacity although to a lesser degree than the original development plans. All 120 of the committed housing dwellings and 66 of the employment 'dwellings equivalents' cannot yet be supported.	Increased Dry Weather Flow would be required to accommodate growth. This would trigger permit limits tighter than those currently deemed reliably achievable.	Project to transfer part of Newport treatment works catchment to Rushmoor treatment works meeting the sewage treatment requirements of developments in the Newport area.	AMP 6 (2015-2020)
Monkmoor	All the proposed development sites can be supported. Residual capacity for 10,398	Growth can potentially be accepted within current flow limit.	No action required, growth can be accommodated	No action required growth, can be accommodated

Sewage Works	Physical capacity of treatment works	Environmental capacity of treatment works	Solutions (including projected headroom)	Asset Management Plan (AMP) period
	additional dwellings (shared with Shrewsbury, Atcham, and North Shropshire).			
Edgmond	All the proposed development sites can be supported. Residual capacity for 540 additional dwellings	Growth can potentially be accepted within current flow limit. Modelling indicates that maintenance of current WFD class may require permit limits tighter than currently deemed achievable should environmental deterioration occur.	Phosphate removal scheme at Edgmond works to improve environmental capacity	AMP 6 (2015-2020)
Waters Upton	Committed sites already exceed capacity.	Growth can potentially be accepted within current flow limit.	Waters Upton Treatment Works has been closed and sewage flows have been transferred to the Rushmoor works resolving capacity issues in the Waters Upton area	This projected has been completed

Planning for water supply

3.22   The Environment Agency's Restoring Sustainable Abstraction (RSA) is a programme of work that identifies, investigates and solves environmental risks or problems caused by unsustainable licenced water abstraction throughout England and Wales. RSA work is done by the Environment Agency, water companies, local authorities, conservation bodies and site owners.

3.23   Severn Trent Water and the Environment Agency have been working closely together to resolve the issues caused by unsustainable abstractions in the Worfe catchment. The outline solution will address the needs of the environment without putting public water at risk. The proposed solution developed as part of Severn Trent Water's 25 year Water Resources Management Plan involves:

1.   Increasing the levels of abstraction from the Uckington borehole up to full licenced quantities; and
2.   The recent £18m investment in a 8km water supply pipeline between Shrewsbury and Telford allowing the transfer of water from the west part of the Shelton Water Resource Zone to the east part should circumstances require.

3.24   The Environment Agency has confirmed that, subject to final sign off, it expects a solution water for supply levels to be agreed with Severn Trent Water by 2021/22 as per the Water Resources Management Plan. This will be in advance of allocated development coming forward.

3.25   Severn Trent Water is also investing, as part of Asset Management Plan 6 period (2015-20), in projects that will help address issues around resilience of water supplies and improved efficiency in dealing with water leakages which will by 202 lead to:

●   £3.3bn capital investment programme;
●   6% reduction in leakages and 100% leakages repaired within 24 hours;
●   50% reduction in water supply interruptions;
●   Reduce the amount of water per customer taken from the environment by 7%;
●   47% reduction in the number of minutes customers go without supply from 15mins to 8mins; and
●   Zero water restrictions over the 5 year period.

3.1.2 Electricity (including renewables)

Table 13 Overview - Electricity

Subject description	Secure and resilient power supplies are vital to accommodating additional housing and employment development within the borough. This section covers the transmission of electricity through the strategic National Grid and the local Western Power Distribution networks as well as the generation of renewable energy from the likes of solar farms.
Supporting infrastructure	• National Grid extra high voltage transmission grid (275kV / 400kV) • Western Power Distribution high voltage network (11kV) • Western Power Distribution low voltage network (400V / 230V) • Telford & Wrekin Council Wheat Leasows Solar Farm
Key infrastructure providers / stakeholders	• National Grid Electricity Transmission • Western Power Distribution (WPD) • Office of Gas and Electricity Markets (OFGEM)
Evidence base - key documents / methodology	• Contact with National Grid and Western Power • Western Power Distribution Business Plan (2015-2023)
Supporting Local Plan policy	• Policy ER1 - Renewable energy
Funding summary	Strategic electricity infrastructure improvements are funded by the National Grid and Western Power Distribution. Developers can be liable for funding electricity network reinforcement directly related to their development sites, this is determined at the planning application stage.

Electricity infrastructure context

3.26   The extra high-voltage transmission grid in England is owned and operated by National Grid PLC. There are no high-voltage transmission assets in the borough, however there is a significant National Grid substation located within the Ironbridge Power Station complex at Buildwas just beyond the borough boundary. The sub-station is expected to remain beyond the life of the adjacent generating station which is due to close in December 2015. The retention of the sub-station and the existence of the significant amounts of infrastructure (including a rail connection) and land within the site will require significant cross boundary planning between the Council, Shropshire Council, National Grid and the site owners E-On.

3.27   The regional distribution network operator for the borough is Western Power Distribution, who is responsible for distributing electricity from the national grid to homes and businesses.

3.28   Western Power operate a strategic business planning cycle which feeds into the regulatory framework for price determination with OFGEM. The business planning process covers an eight year period and includes some projects to reinforce local networks mostly driven by age and condition of existing assets, rather than proposed network load. The period of the current Western Power Distribution Business Plan is 2015-2023.

3.29   Outside of the business planning process Western Power assess the need for network reinforcement on the basis of planning applications received. In this instance the developer is expected to pay for works to accommodate the development and where improvement works can accommodate more than one development the costs are apportioned. Developers are also expected to pay for the connection of developments to the local distribution network.

3.30   The Council has invested in the construction of a solar farm at Wheat Leasows, which was completed by late 2014 to help strengthen renewable energy generation within the borough. The solar farm has a capacity of 4MW and aims to provide enough electricity for at least 800 homes a year.

Electricity planning issues

3.31   Discussions with National Grid and Western Power Distribution have not identified any significant strategic planning issues for consideration over the life of the Local Plan.

Local Plan electricity infrastructure requirements

3.32   National Grid has confirmed that no additional electricity transmission infrastructure will be required over the life of the Local Plan and that **there is no electricity infrastructure gap**, as such no Infrastructure Delivery Schedule is required for this section.

3.33   Western Power Distribution has confirmed that they will assess the network conditions per individual applications they receive however, they anticipate that additional works over and above a standard site connection will be needed for the sites listed in the table below.

Table 14 Electricity - sites with significant works required

Site reference	Site name
H1	Land at, Muxton, Telford
H2	Woodhouse, Priorslee
H10	Land at the Hem, Telford
H17	Lawley West
E19	T54 Naird Lane
E27	Newport, Land South of A518

3 Infrastructure Planning

3.34   The Council has secured £1.96m in funding for the reinforcement of local electricity networks to serve employment developments at Shawbrich and Hortonwood as well as the residential site H1 at Muxton. The Council is also developing a bid to secure an addition £1.1m to provide electricity supplies for the T54 Naird Lance employment site.

3.35   Local Plan Policy ER 1 Renewable energy supports the development of new renewable energy schemes similar to the Council's solar farm at Wheat Leasows.

3.1.3 Gas distribution

Table 15 Overview - Gas distribution

Subject description	The borough is covered by the National Grid Gas distribution area. Gas suppliers use the National Grid distribution network to deliver gas to customers. Secure and resilient gas supplies are important for residential uses such as heating and cooking as well as industrial and commercial uses.
Supporting infrastructure	• National Transmission System (National Grid) • Gas distribution networks (National Grid)
Key infrastructure providers / stakeholders	• National Grid • Office for Gas and Electricity Markets (OFGEM)
Evidence base - key documents / methodology	• Contact with National Grid
Supporting Local Plan policies	None needed
Funding summary	Gas infrastructure is funded by National Grid Gas and through connection charges levied on developers.

Gas infrastructure context

3.36   Nationwide the gas National Transmission System is managed by National Grid. The system delivers gas from a number of reception terminals to 49 supply points across the country. National Grid Gas has confirmed that there are no gas transmission assets within the borough.

3.37   Locally, gas is distributed by National Grid who own and operate the local gas distribution network covering the West Midlands. Enhancement and management of the gas transmission and distribution networks are funded by National Grid. These cost of maintaining, enhancing and reinforcing transmission and distribution networks are recovered from suppliers who use the gas network to transport their gas to the end user. This process is regulated by the Office of Gas and Electricity Markets (OFGEM), which monitor and regulate transmission and distribution activities and the charges levied on gas suppliers.

3.38   Where developers wish to connect to the local gas distribution network this can be thorough a range of Utility Infrastructure Providers. More information can be obtained from National Grid Gas.

Gas infrastructure - planning issues

3.39   National Grid Gas has been provided with a full set of committed and allocated development sites within the Local Plan and have confirmed that there are no strategic planning issues needing consideration over the life time of the Local Plan.

3 Infrastructure Planning

Local Plan gas infrastructure requirements

3.40   National Grid Gas has confirmed that the existing networks will be able to cope with additional demands arising from the levels of residential and employment development in the Local Plan and **there is no gas infrastructure gap**, as such no Infrastructure Delivery Schedule is required for this section.

3.41   They have also confirmed that site specific issues such as network connections, will be dealt with at planning application stage.

3.42   There is potential that two proposed employment site allocations could coincide with the existing distribution pipelines of the National Grid Gas network. This includes employment sites EC4 and EC16. The maps below show that EC4 is partly located within a Health & Safety Executive regulated buffer zone of a pipeline and that EC16 has a pipeline running through a part of the site. This could have implications for the layout and viability of development and should be considered as part of the design stage. The Health & Safety Executive will consider the following factors (for detailed information developers should consult with the Health & Safety Executive directly) in determining its land use planning advice regarding the size of the buffer zone this includes:

- The capacity of the pipeline and material its made of;
- Operating pressure of the pipeline;
- Depth of pipeline.

Map 3 Gas pipeline and buffer employment site E3
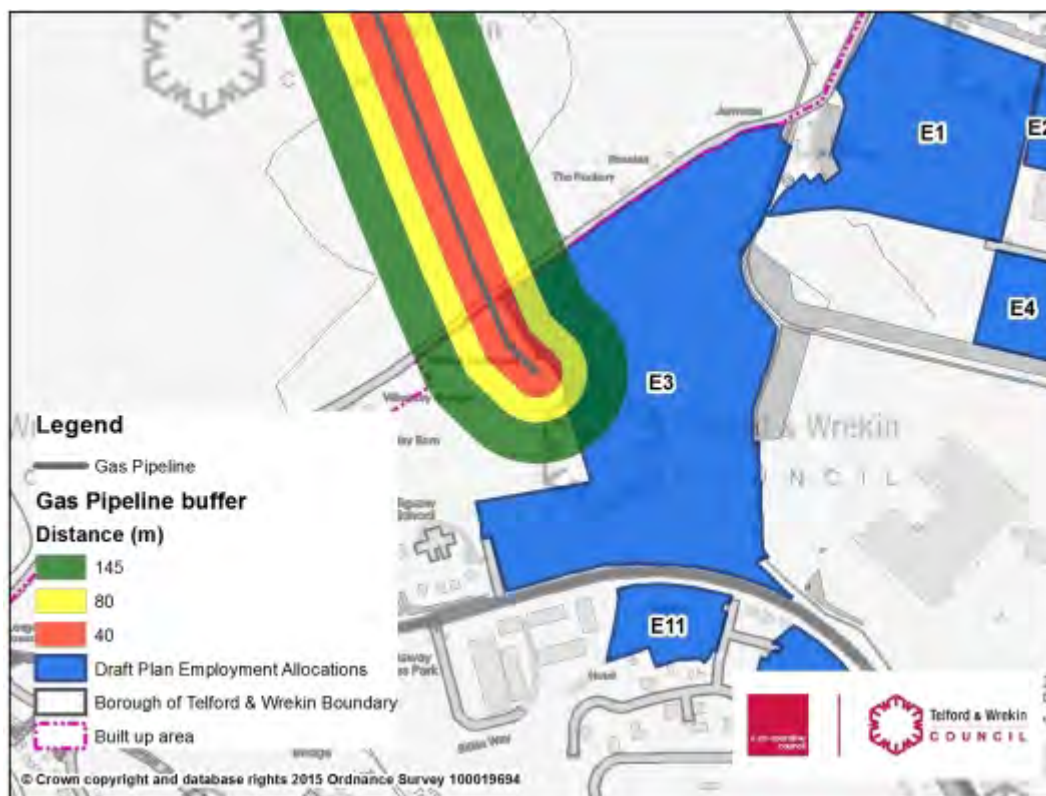
Map 4 Gas pipeline and buffer employment site E23
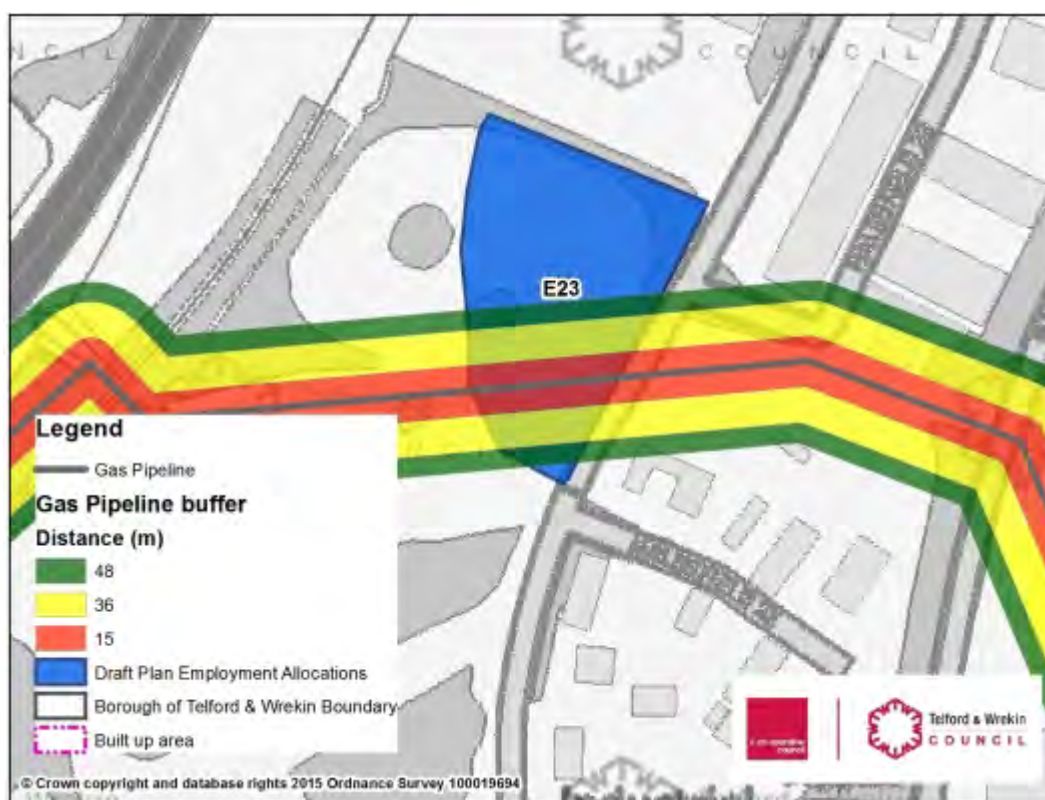
3 Infrastructure Planning

3.1.4 Highways and Transport

Table 16 Overview - Highways and Transport

Subject description	Highways and Transport infrastructure is strategically significant to the borough providing connections between homes, jobs and opportunities for leisure and recreation. Strategic transport infrastructure includes the borough's extensive walking and cycling network, bus routes as well as the Principal and Strategic highway networks. Transport infrastructure also provides important links to wider destinations through the M54 and A5 and rail links to the West Midlands and London.
Supporting infrastructure	• 1000km Highways • 1400km Footways and cycleways • 24000 Street lights • 86 bridges • Commercial and supported bus routes
Key infrastructure providers / stakeholders	• Local Highway Authority (Telford & Wrekin Council) • Highways England (M54 / A5) • Arriva Bus • Rail operators (London Midland, Arriva Trains Wales and Virgin Rail)
Evidence base - key documents / methodology	• Local Transport Plan 2011 - 2026 • Local Plan - Transport Growth Strategy 2015 • Bus Infrastructure Strategy 2016 • Highways England Route Investment Strategy 2015 - 2020
Supporting Local Plan policies	• Policy C1 Promoting alternatives to the car • Policy C2 Safeguarding rail and transport corridors • Policy C3 Impact of development on highways
Funding summary	Most of the borough's highways infrastructure including roads, walking routes and cycleways are the responsibility of the Council as the Local Highway Authority. This includes securing funding for maintenance and improvement. Highways England manages the strategic road network, which includes the M54 / A5. Bus and rail services are largely provided by private sector operators however developers may be required to subsidise local services such as buses to meet the needs of a development.

Highways and transport infrastructure context

3.43   The main statute governing roads is the Highways Act 1980. The Act sets out the role of Local Highway Authorities and the role of the Secretary of State in relation to the strategic (motorway) and trunk road (some 'A' roads) networks. The principle powers the Act confers on Local Highway Authorities (in this case Telford & Wrekin Council) include:

- Create new highways and footways;
- Maintenance and improvement of highways;
- Stop up and divert highways;
- Acquisition of land for highway works;
- Introduction of Section 38 agreements for the adoption of highways by Local Highway Authorities; and
- Introduction of Section 278 agreements allowing developers to carry out works on the public highway.

3.44 Recent changes through the Infrastructure Act (2011) included the restructure of the Highways Agency into Highways England as a government owned company. The aim of the changes is to create a more stable funding regime for strategic highways within England.

Local Transport Plan

3.45 The Council's Local Transport Plan (2011-2026) sets out how the Council plans to manage, maintain and develop the local highways and transport networks. The plan includes transport policies focused around areas of 1) supporting economic growth, 2) reducing carbon emissions, 3) improving equality of opportunity and 4) improving the environment. In addition to this the plan contains a four year capital and revenue investment programme up to 2014/15 (this is in the process of being updated).

3.46 Key challenges identified in the Local Transport Plan include:

- To manage traffic from new developments and provide access to key services;
- Accommodate increasing travel without increasing carbon emissions and maintain the reduction in road accident casualties;
- Through regeneration and new development create an urban form that encourages cycling and walking trips; and
- Enhance the image of public transport.

3.47 Through the Local Transport Plan the Council employs a plan-led approach for new developments to mitigate any transport impacts. This includes improvements to the highway network to help reduce the impact of additional traffic movements from new developments. The plan also sets out the need to work closely with Highways England to jointly agree an approach to mitigating the impact of developments on the strategic road network.

3.48 Another issue is to reduce the need for people to travel by encouraging a better mix of developments including housing, employment and community facilities. This also includes the need to help people to make low carbon travel choices by promoting walking, cycling, bus and rail use for short, medium and long distance journeys.

3.49 The overarching strategy and policies within the Local Transport Plan are designed to run up to 2026 and are expected to be reviewed around the mid point of the Local Transport Plan period. The Infrastructure Delivery Plan will be updated to reflect changes to the Local Transport Plan following the mid point review. Beyond the life of the current Local Transport Plan projects within the Infrastructure Delivery Schedule will be used to help inform highways and transport resource planning as part of developing the next Local Transport Plan.

3 Infrastructure Planning

Transport networks

3.50   The table below summarises the key highways and transport networks in the borough including the bodies responsible for each network.

Table 17 Transport networks and management

Transport network	Network description	Responsible bodies
Strategic Road Network (motorways) and Primary Road Network (A roads)	The M54 / A5 provides direct connections to the West Midlands and national motorway networks as well as connections to the North West and Wales.	The M54 / A5 is managed by Highways England and all other public highway is managed by the Council as the Local Highway Authority.
Strategic walking and cycling routes	This consists of the National Cycle Network as well as strategic routes throughout the borough linking key destinations such as town and district centres with residential areas.	The network is owned and managed by the Council.
Bus route network	Core bus routes are operated on a commercial basis by Arriva Bus and linking major residential areas with destinations such as Telford Town Centre, Wellington and Newport as well as District and Local Centres. Integrated bus / rail hubs can be found at Telford Central Station and Wellington. A number supported services serve a number of outlying areas and provide off peak evening services.	The core commercial bus network is operated predominantly by Arriva Bus. Non-core supported services are operated by a mix of operators include off peak services operated by the Council Fleet Transport vehicles.
Passenger rail	Passenger rail services provide direct links between Shrewsbury, West and North West Wales, the West Midlands and limited direct services to London.	Track and signalling infrastructure is managed by Network Rail, local 'stopping' services are provided by London Midland, inter-urban services are provided by Arriva Trains Wales and London bound services are provided by Virgin Rail.
Rail freight	The freight terminal is located close to Hortonwood Industrial Estates and is well connected to national destinations via the M54 and A5.	The 'Telford International Rail Freight Terminal' is owned by the Council and operated by DB Schenker.

Highways and transport infrastructure planning issues

3.51 The table below identifies strategic planning issues that will affect the delivery of transport infrastructure over the life of the Local Plan.

Table 18 Constraints and Mitigating Measures

Constraints	Mitigating measures
Managing traffic growth - addressing background traffic growth, modelled traffic committed developments presents a key challenge for the Council and its partners. Telford does not have significant levels of congestion which is a key selling point for the borough.	**Traffic modelling** - the Council has modelled traffic growth over the life of the Local Plan and has developed an appropriate and deliverable mitigation strategy to help address this issue. The mitigation strategy also includes measures to promote sustainable transport.
Meeting cost of infrastructure - the Transport Growth Strategy has an estimated funding gap of £71m, this is focused on key junctions and road links across the borough. The high value of some schemes will require an element of gap funding.	**External bids -** the Council has been successful at securing match funding to help offset the high capital cost of infrastructure and will continue to work with partners including the Marches Local Enterprise Partnership and the Homes & Communities Agency to secure external funding.
The market - the delivery of development is market led. Where development comes forward in an uncoordinated fashion this can affect the ability of the Council and its funding partners to assemble funding packages.	**Tracking development / data sharing -** the development of the Local Plan has enabled the Council to take a plan led approach to development and better understand when developments will come forward and when infrastructure will need to come forward.
Design legacy and development densities - Telford was designed predominantly around car use with low development densities; buses, walking and cycling were seen as secondary considerations. This has led to; 1) walking and cycling routes which are remote from development and perceived as unsafe 2) bus routes focused on serving less affluent areas (with higher density development) helping to reinforce car use in more affluent areas (lower density development) and the rural areas of the borough.	**Planning for sustainable travel** - policies within the Local Plan support the introduction of sustainable travel measures such as improved walking and cycling connections and better local bus services.

3 Infrastructure Planning

Local Plan highways and transport infrastructure requirements

3.52   A structured plan led approach has been taken to identify the highways and transport infrastructure in support of the Local Plan. The Local Plan aims to encourage greater use of sustainable transport for short to medium journeys especially trips to the local shops, the school run, leisure purposes and commutes to destinations with excellent public transport links.

3.53   As part of understanding the infrastructure to support the Local Plan the Council has developed a 'Transport Growth Strategy' which covers measures and schemes related to improvements to the following networks:

- Walking and cycling;
- Bus;
- Rail; and
- Highways.

Walking and Cycling

3.54   The borough has over 1400km of footways and cycleways, key assets include National Cycle Network routes and strategic routes connecting Town and District Centres, residential areas and employment areas. The Local Plan supports the improvement of the local and strategic (inc. National Cycle Routes) walking and cycling routes and the need to link new developments into key facilities and destinations.

3.55   The Transport Growth Strategy identified convenience, accessibility, attractiveness, safety and comfort as the key issues that should be considered in the development of new walking and cycling infrastructure. Convenience and accessibility were deemed to be the most relevant in the planning phase of walking and cycling infrastructure and have been used to guide to identify potential gaps in walking and cycling infrastructure associated with new development. Walking and cycling infrastructure requirements will be assessed at the planning application stage and contributions will be sought towards the following types of projects:

- Area wide measures including measures to create a safer environment for cyclists, better signage and improved street lighting;
- New cycling infrastructure including shared use routes, cycle lanes (where road width permits) and use of dropped curbs;
- New crossing points on the highway network and improved accessibility with ramps rather than steps.

3.56   Map 5 provides an overview of gaps in walking and cycling infrastructure that have been identified in the Transport Growth Strategy.

Map 5 Mitigation strategy cycle infrastructure

CYCLE INFRASTRUCTURE AND DRAFT PLAN HOUSING ALLOCATIONS
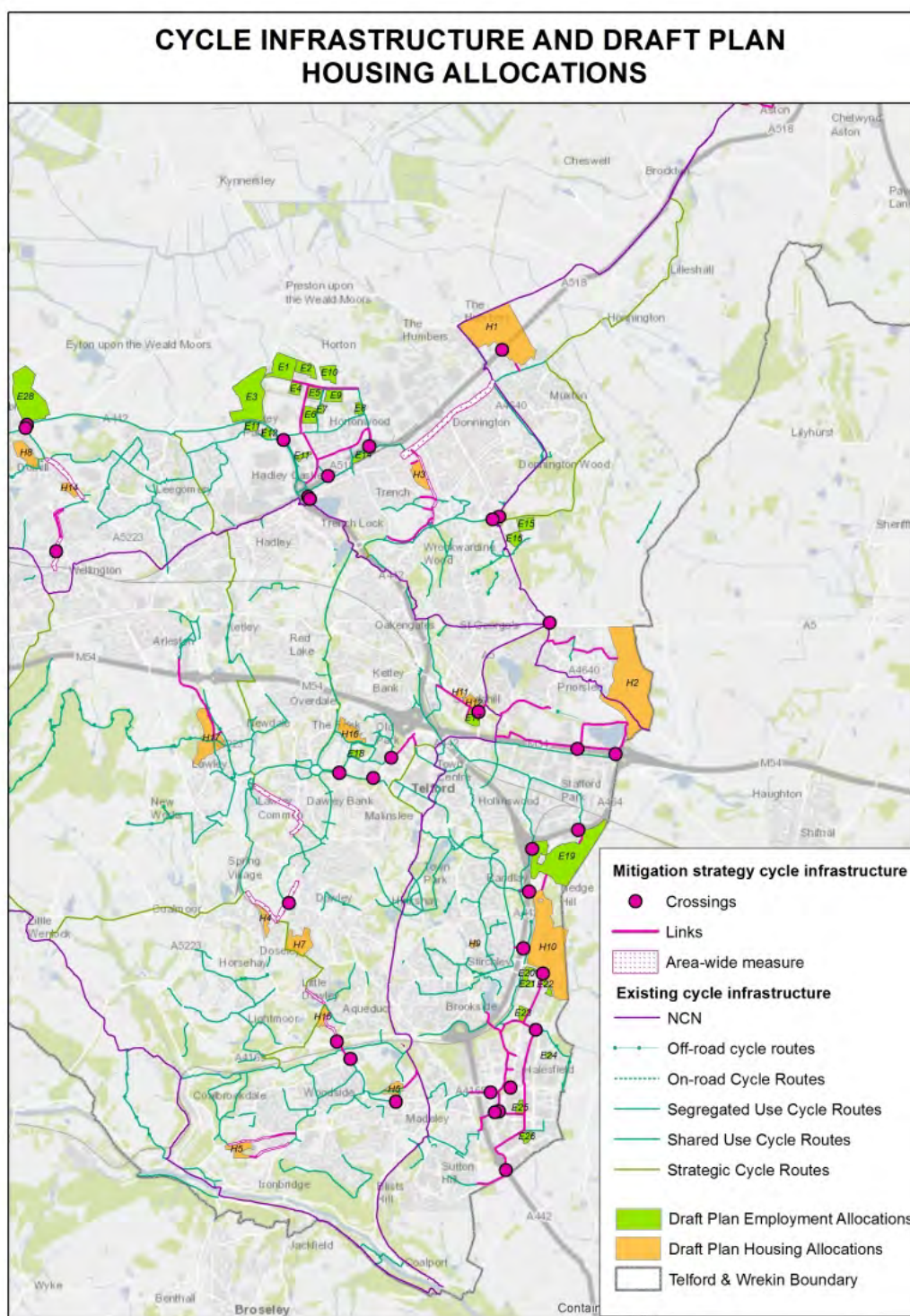
3.57 The Council will continue to work with partners such as Sustrans and through external bidding opportunities to gap fund maintenance, improvement and expansion of the walking and cycling network. The Council has a demonstrable track record of securing funding for walking and cycling including the over £2m from the Local Sustainable Transport Fund for improvements to the Silkin Way and the creation of a safer cycle route between Telford and Newport.

Bus

3.58   The Council is pro-actively planning for the improvement of local bus routes to serve new developments which avoids disadvantaging existing communities. The Council's approach to improve bus services includes the identification of opportunities to serve development sites by:

1. **Commercial bus services -** This includes sites that are within a reasonable walking distance of existing commercial services or where services stop adjacent to the site. Alternatively sites of a certain size could support the diversion of a commercial bus service provided this does not unduly disadvantage existing bus users or negatively impacts bus operations.
2. **Supported bus services -** Options to use supported services will be assessed where there are marginal opportunities to serve a development by existing commercial bus services. This will include supported services that operate adjacent to (or a short walking distance) from a development site as well as services that could potentially be routed to serve new developments.
3. **New bus services -** The Council will look to create new bus services where there are no opportunities to serve new development sites sufficiently through existing commercial or subsidies services.

3.59   Supported by Policy C1 in the Local Plan, developer contributions will be sought to provide bus services to new developments where there is no reasonable prospect of developments being served by existing commercial bus services. The table below provides an early estimation of the bus service requirements for each of the residential development sites. It should be noted that:

- Re-routing and / or rescheduling of commercial and supported bus services are subject to agreement with the operators. Early discussions between developers, the Council and bus operators should be sought at an early stage.
- The cost of bus services will vary depending on the origin and destination of services and the desired frequency of service. The cost of bus provision will be negotiated on a site by site basis.
- The Council will seek to maximise available resources by, where possible, combining developer contributions to target bus 'corridors' with a view to sustaining services until they become commercial.

3.60   The bus infrastructure requirements of developments will be considered on a case by case basis at application stage and further detail regarding the Council's requirements for developments will be set out in a 'Bus Infrastructure Strategy' at a later date. The Council are also planning significant investment in bus infrastructure with the re-development of Telford Town Centre Bus Station. To date £1.3m in funding has been secured from the Marches Local Enterprise Partnership towards this project the remaining funding will be secured from external sources.

Map 6 Bus services

Map: BUS SERVICES AND DRAFT PLAN HOUSING ALLOCATIONS

Legend:
- Subsidised service
- Subsidised cross-boundary service
- Commercial service
- Draft Plan Housing Allocations
- Telford & Wrekin Boundary

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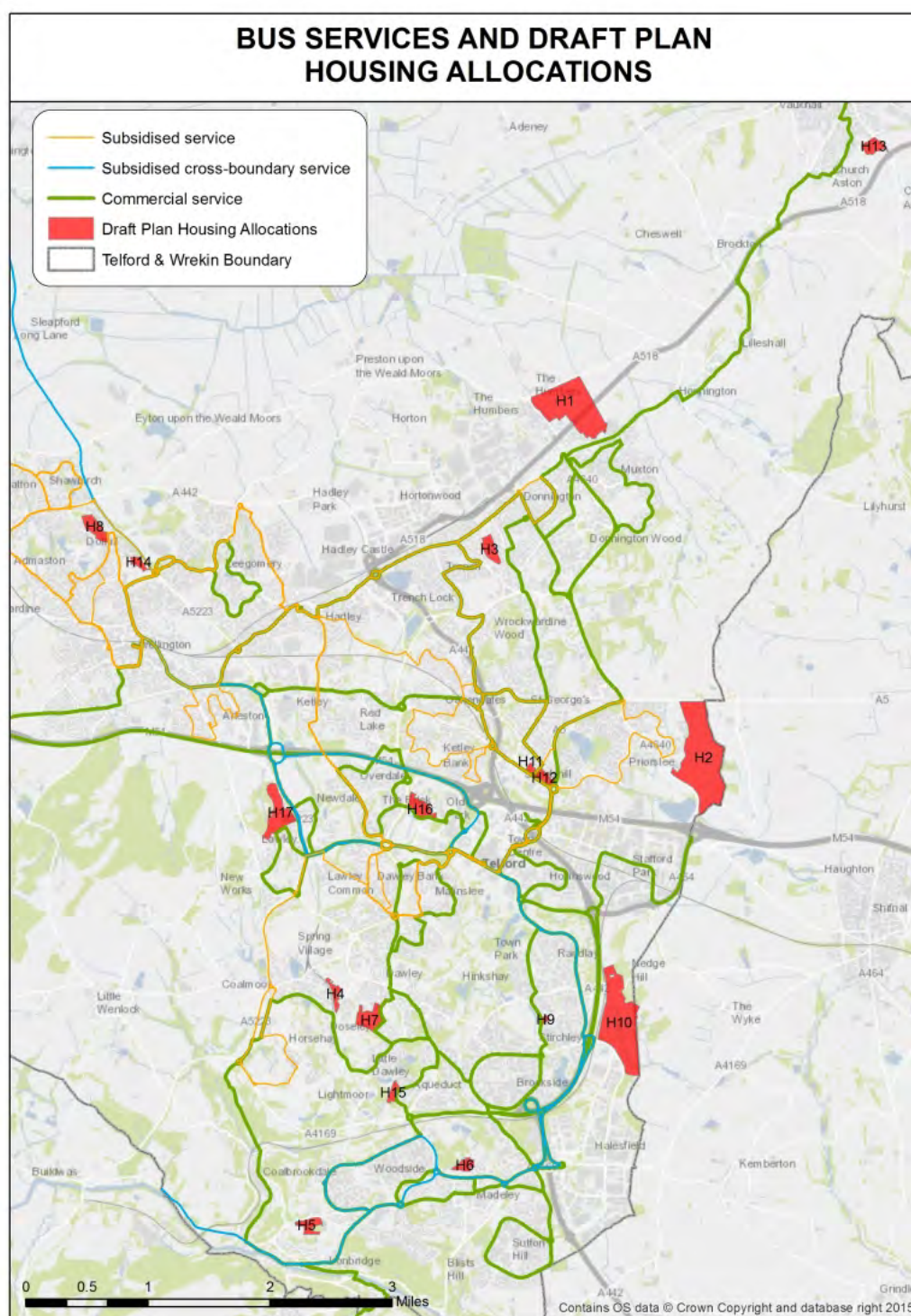
Table 19 Bus route planning table

Housing site	Is the site currently served by a commercial service? (within reasonable walking distance)	Could the site be served by diverting an existing commercial service?	Is the site currently served by a subsidised service? (within reasonable walking distance)	Could the site be served by a subsidised service?	Is the site likely to require a completely new bus service?
H1	No	5,6,7	No	No	Yes
H2	No	No	14	14	Yes - £875,000 has been secured for new bus services
H3	5,5a,6,7	No	No	No	No
H4	9	No	No	No	No
H5	4,9	No	No	No	No
H6	4	No	No	No	No
H7	1,2	No	No	No	No
H8	No	No	15,16	15	No
H9	3,4	No	No	No	No
H10	No	No	No	No	Yes
H11	4,5,5a,6,7	No	14	No	No
H12	4,5,5a,6,7	No	14	No	No
H13	5	No	No	No	Yes
H14	4	No	15,16	No	No
H15	1,2	No	No	No	No
H16	7	No	No	No	No
H17	6	6	No	19	Yes

Rail

3.61   The Council is working with local and regional partners and will continue to seek improvements to rail services, funding for improved rail services will be met by existing rail operators and through the renewal of franchises. Improvements include:

- Additional capacity on peak trains;
- Services that are better spaced; and
- More frequent direct services to London.

3.62   There are three rail stations in the borough including; Telford Central, Wellington and Oakengates (stopping services only). Supported by Policy C1 in the Local Plan, the Council will look to secure improvements to the infrastructure of stations including:

- Access for walkers and cyclists;
- Cycle and car parking facilities; and
- Passenger waiting facilities.

3.63   The Council have identified two key rail investment projects including the provision of lifts at Wellington allowing step free access between the bus station and the railway station, the project costs are estimated at £2.5m. The Council are also in the process of bidding for funding for the provision of a multi-storey car park Telford Central Station with an estimated project cost of £4.5m. It is envisaged that the majority of the project costs would be met through external bids or private investment and as such they have not been included within the infrastructure funding gap.

Highways

3.64   Traffic modelling has been undertaken to assess the impact of the Local Plan developments on the borough's road network and the M54 / A5 which is the responsibility of Highways England. This work has been undertaken using the Telford Strategic Transport Model and the Council has worked in partnership with Highways England to develop an agreed methodology and takes account of:

- Underlying traffic growth;
- Traffic growth from committed developments; and
- Traffic growth from allocated developments.

3.65   The outputs of the traffic modelling have been used to inform the development of the 'Transport Growth Strategy' and the Infrastructure Delivery Plan through the identification of strategic highways infrastructure. The delivery of highways infrastructure has been broken down into a:

- **Short term** plan to be delivered over the first five years of the plan which consists of schemes that have secured funding through either the Marches Local Enterprise Partnership Growth Deal 1 or through Department for Transport funding.
- **Long term** plan these are schemes that are likely to be required over years five to fifteen of the Local Plan.

3.66   The approach of the Council has been to project the impact of future (allocated sites) developments on the network and estimate what level of developer contributions they will be expected to pay. The method used has been to calculate the estimated cost per trip as this is the standard means of assessing the impact of new developments on the highway network. The Telford Strategic Transport Model identifies that there are a combined AM and PM peak total of the following number of trips:

- Base trips - these are existing trips on the highway network = 71,327
- Trips from committed developments = 25,308
- Trips from development site allocations = 13,998
- Total model network peak trips = 110,633
- Average model peak trips (110,633/2) = 55,317

3.67   The total net funding gap for highways infrastructure identified as part of the transport modelling work is estimated at £69m (this excludes the Newport schemes to the value of £2.5m which are outside the modelled area). Therefore the estimated cost per trip works out to:

£69,911,532 / 55,317 = £1,263.83 per trip

3.68   The cumulative package of schemes over the short term and long term plans provide an estimated Benefit Cost Ratio of 4.9 which indicates a high value for money package of highway improvements.

3.69   In order to maintain flexibility in the delivery of highway schemes the Council will prioritise schemes which provide greater support to employment developments. The development of employment sites leads to job creation and supports the delivery of housing. Excellent transport links are a also a key selling point for businesses in the borough.

3.70   The delivery of highway schemes will be influenced by a range of factors including the:

- Order that developments come forward;
- The effect this has on the continuing relevance of schemes; and
- Availability of funding to deliver schemes to the planned phasing dates set out in the Infrastructure Delivery Schedule.

Closing the funding gap

3.71   The total funding requirement for projects identified in the Infrastructure Delivery Schedule for the first five years (short term plan) of the Local Plan is £51,027,704m. The Council have to date secured £22m worth of funding towards projects leaving a net five year funding gap of £28m. The Council expects the funding gap to reduce as funding currently under negotiation comes on stream including £12.5m for highways funding from the Homes and Communities Land Deal. The remaining funding gap is expected to be met predominantly by a mix of developer contributions and further external bidding opportunities as part of the Marches Local Enterprise Partnership 'Growth Deal 2'. For schemes in the Newport area the Council have £1.2m worth of s106 agreements that are at the Resolution to Grant stage and a pipeline bid for a further £1.8m with the Marches Local Enterprise Partnership which will enable the delivery of highway infrastructure helping to unlock a development along the A518 corridor.

3.72   The Council has also built in a high level of risk (25% of scheme costs) and optimum bias (44% of scheme costs). This covers risks associated with topographical conditions, utilities information and geo-technical information at the early stage of project development. It is expected that as projects progress to the design stage the level of risk and optimum bias will reduce. This helps to bring down the cost of delivery. The traffic impacts of the Local Plan were also modelled on higher levels of residential and employment growth than are expected to be delivered to provide flexibility in sites coming forward. This is likely to translate into lower levels of traffic growth and may impact on what projects are eventually required.

3.73   Beyond the first five years of the Local Plan total project costs of £43m have been identified. The Council expects this funding to be delivered through a mix of:

- Maximising opportunities to bid for Central Government funds;
- Working with the Local Enterprise Partnership to secure additional growth deal funding;
- Generating capital receipts from the sale of surplus assets for reinvestment into infrastructure;
- Seeking in-kind contributions, including land, where required;
- Using existing sources of funding including, for example, Section 106 funds
- New funding sources coming on stream including the Homes and Communities Agency Land Deal funding; and
- De-risking schemes as they progress to the design stage, thereby reducing costs.

Highways and transport infrastructure schedule

Table 20 Infrastructure Schedule - Highways and Transport

Time frame	Project priority	Infrastructure type / project	Estimated costs	Funding secured to date	Estimated funding gap	Potential funding sources	Delivery agency
1 - 5	Important	Shawbrich Roundabout	£2,195,861	£1,947,000	£248,861	External bids and developer contributions	Telford & Wrekin Council
1 - 5	Important	Lime Kiln Roundabout	£2,654,203	£2,654,203	£0	External bids and developer contributions	Telford & Wrekin Council
1 - 5	Important	Clock Tower Roundabout	£1,720,399	£1,359,115	£361,284	External bids and developer contributions	Telford & Wrekin Council
1 - 5	Important	Trench Lock Interchange	£433,934	£342,808	£91,126	External bids and developer contributions	Telford & Wrekin Council
1 - 5	Important	Ketley Brook Roundabout	£1,077,079	£850,892	£226,187	External bids and developer contributions	Telford & Wrekin Council
1 - 5	Important	Randlay Interchange	£723,201	£571,329	£151,872	External bids and developer contributions	Telford & Wrekin Council
1 - 5	Important	Eastern Gateway (M54 Junction 4)	£3,600,000	£3,040,915	£559,085	External bids and developer contributions	Telford & Wrekin Council,

Time frame	Project priority	Infrastructure type / project	Estimated costs	Funding secured to date	Estimated funding gap	Potential funding sources	Delivery agency
							Highways England
1 - 5	Important	Telford Town Centre Connectivity Package	£12,300,000	£10,700,000	£1,600,000	External bids and developer contributions	Telford & Wrekin Council
1 - 5	Important	Leegomery Roundabout	£352,150	£110,928	£241,222	External bids and developer contributions	Telford & Wrekin Council
1 - 5	Important	Haygate / Haybridge Road Signals	£721,459	£0	£721,459	External bids and developer contributions	Telford & Wrekin Council
1 - 5	Important	Holyhead / Haybridge Road / Oaks Crescent	£980,977	£80,020	£900,957	External bids and developer contributions	Telford & Wrekin Council
1 - 5	Important	Holyhead Road / Roman Road Junction	£1,277,229	£166,100	£1,111,129	External bids and developer contributions	Telford & Wrekin Council
1 - 5	Important	Brockton Interchange (A442 East to A442 South) - lining scheme and local widening	£325,000	£0	£325,000	External bids and developer contributions	Telford & Wrekin Council
1 - 5	Important	West Centre Way Old Park Roundabout to Thomas Telford School	£2,618,887	£0	£2,618,887	External bids and developer contributions	Telford & Wrekin Council

Time frame	Project priority	Infrastructure type / project	Estimated costs	Funding secured to date	Estimated funding gap	Potential funding sources	Delivery agency
		Roundabout - junction capacity plus carriageway widening					
1 - 5	Important	A518 at Garrison Roundabout - junction capacity upgrade	£17,535,325	£0	£17,535,325	External bids and developer contributions	Telford & Wrekin Council
1 - 5	Important	Newport - A41 / A518 roundabout north	£234,000	£447,593	£2,064,407	Marches LEP and developer contributions	Telford & Wrekin Council
1 - 5	Important	Newport - Pitchcroft Lane roundabout	£440,000			Marches LEP and developer contributions	Telford & Wrekin Council
1 - 5	Important	Newport - Station Rd roundabout	£810,000			Marches LEP and developer contributions	Telford & Wrekin Council
1 - 5	Important	Newport - Duelling A518 Audley Avenue	£815,000			Marches LEP and developer contributions	Telford & Wrekin Council
1 - 5	Important	Newport - Audley Ave to A41 A518 roundabout	£213,000			Marches LEP and developer contributions	Telford & Wrekin Council
5 - 15	Important	Brockton Interchange A442 South to A442 East - lining scheme	£161,017	£0	£161,017	External bids and developer contributions	Telford & Wrekin Council

Time frame	Project priority	Infrastructure type / project	Estimated costs	Funding secured to date	Estimated funding gap	Potential funding sources	Delivery agency
5 - 15	Important	Apley Roundabout	£5,834,659	£0	£5,834,659	External bids and developer contributions	Telford & Wrekin Council
5 - 15	Important	Naird Roundabout	£1,237,716	£0	£1,237,716	External bids and developer contributions	Telford & Wrekin Council
5 - 15	Important	Priorslee Roundabout	£2,865,301	£0	£2,865,301	External bids and developer contributions	Telford & Wrekin Council
5 - 15	Important	A518 / Lime Kiln Lane	£4,513,515	£0	£4,513,515	External bids and developer contributions	Telford & Wrekin Council
5 - 15	Important	A518 / Wellington Road	£4,631,875	£0	£4,631,875	External bids and developer contributions	Telford & Wrekin Council
5 - 15	Important	A442 Leegomery Roundabout to Hadley Park Roundabout	£16,612,558	£0	£16,612,558	External bids and developer contributions	Telford & Wrekin Council
5 - 15	Important	A5223 Haybridge Roundabout to Ketley Brook Roundabout	£7,362,497	£0	£7,362,497	External bids and developer contributions	Telford & Wrekin Council
		Totals	**£94,246,842**	**£22,270,903**	**£71,975,939**		

3 Infrastructure Planning

3.1.5 Telecommunications and Broadband

Table 21 Overview - Telecommunications and Broadband

Subject description	Telecommunications and broadband cover a wide range of services including voice, audio visual, mobile telephone and Internet. Connectivity of residential and employment developments is increasingly important to the social cohesion and economic development of the borough.
Supporting infrastructure	• BT Openreach network • Virgin cable network • Mobile telephone masts • Wireless Internet
Key infrastructure providers / stakeholders	• BT Open Reach • Virgin Media • Mobile Operators Association • Office of Communications (OFCOM) • Superfast Telford (inc. Broadband UK)
Evidence base - key documents / methodology	• Web based research • Contact with network and internal stakeholders • Annual Network Update Plans (mobile operators)
Supporting Local Plan policy	• Policy C 7 - Enhancing communications networks • Policy C 8 - New telecommunications development
Funding summary	Over and above the Universal Service Obligations for the provision of a telephone connection other telecommunications services are provided on a commercial basis or through government supported projects such as Broadband Delivery UK.

Telecommunications and broadband infrastructure context

3.74   British Telecommunications plc has a universal service obligation to provide telephone connections. A number of Internet infrastructure providers (for example, Broadband Delivery UK – part of the UK Government Department of Culture, Media and Sport, BT Openreach and Virgin Media), compete to provide connections to businesses and households. BT Openreach operates as a wholesale network access provider, meaning that other Internet providers can 'rent' the fibre optic and copper cable provided when providing services to businesses and households.

3.75   The operators of the four UK mobile phone networks 3, Telefonica (O2), Everything, Everywhere (formerly Orange & T-Mobile) and Vodafone issue an 'Annual Network Update Plan' for the whole of the UK. These plans are issued to Local Planning Authorities jointly with the Mobile Operators Association and identify areas where mobile phone coverage needs to be improved.

Role of the Council

3.76   The Council does not have a statutory role in this provision but recognises its importance especially in the rural areas of the borough. It has contributed £2m towards a £6m Superfast Telford programme which aims to enable 9,300 residents and businesses that cannot currently access faster fibre broadband to be able to do so by the end of 2017. Thereby it makes sure that 98% of homes and businesses in the borough has access to superfast broadband through an open access network of Internet Service Providers.

3.77   The Council is coordinating this multi agency project. As the highway authority, the Council will also be responsible for coordinating works to the public highway to facilitate the provision of new cabling and other telecommunications infrastructure.

Telecommunications and broadband infrastructure planning issues

Table 22 Constraints and Mitigating Measures

Constraints	Opportunities
Limited access to Broadband provision in rural areas - the borough has a large rural area and as such some areas are remote reducing commercial appetite to provide faster Internet connections on a commercial basis.	**Superfast Telford -** the Council and the Government (through Broadband UK) are supporting the rollout of faster broadband access and provide coverage in areas that don't currently enjoy fibre provision. **Local Plan policies** - telecommunications policies within the Local Plan help ensure that developments coming forward will be served by fibre broadband provision.
Older population profile in rural areas - elderly residents can often be less inclined to adapt to new technologies and as such feel more remote and cut off from services, that are increasingly being delivered online, and social interaction.	**Superfast Telford -** this programme will help deliver superfast broadband coverage to 98% of homes within the borough thus increasing the amount of properties within the rural area that can access a faster and more reliable Internet. **New technology -** this will improve the Council and other public bodies' ability to deliver e Government / e health services / distance education. Where this is the case service providers will need to engage with more vulnerable clients to ensure they can access new ways of delivering services.
Integration of Broadband into developments - telecommunications providers experience instances where	**Local Plan policies** - the Council provide free 'pre-application' advice to developers including advice on policies within the Local Plan which

Constraints	Opportunities
developers request the 'retro-fitting' of telecoms and broadband infrastructure once highway infrastructure has been installed.	cover the provision of broadband within new developments.

Local Plan telecommunications and broadband infrastructure requirements

3.78   It is difficult to plan for the borough's telecommunications needs over the long term with any certainty principally because technology is continually evolving and ways of improving quality of coverage and/or network capacity may change in the future. Telecoms and broadband infrastructure is privately funded and as set out below the major local providers envisage all sites will enjoy coverage. Therefore **there is no telecommunications and broadband infrastructure gap**, as such no Infrastructure Delivery Schedule is required for this section.

3.79   Mobile coverage will be informed by future Annual Network Update Plans prepared by the big four providers. In addition to the provision of housing and employment data provided to the Mobile Operators Association, as part of the developing this Infrastructure Delivery Plan, the Council will engage with the Association to provide early indications of development coming forward through the Local Plan Annual Monitoring Reports.

3.80   The Local Plan anticipates the borough's communications network being improved with time and generally gives positive encouragement for new technologies. Local Plan Policy C8 'enhancing communications networks' affirms support for the Superfast Telford project. It provides policy support for mobile phone operators to provide adequate coverage and requires developers to plan for fibre broadband provision.

3.81   **Virgin Media has confirmed that** *"The sites mentioned (H1-H17 all residential allocations) are within close proximity to our existing network and Virgin Media would like to offer Fibre Optic services to them (subject to capacity). The final agreement would be subject to individual developer negotiation and acceptance".*

3.82   **Openreach have** *"had all the available site details including the estimated number of homes to be delivered on site as well as the site boundaries. It is reasonable to assume that any developments below 99 units may be served from the existing Openreach infrastructure subject to the developers registering their developments with Openreach and the developer building the onsite duct access network to each home, and where there is sufficient capacity to connect these homes to a superfast broadband network.*

3.83   *Particularly as the current Superfast Telford programme on top of commercial delivery is working towards an open access fibre network coverage target for the borough of 98% by the end of 2017. Where there is insufficient capacity these developments could be managed by exception via the Openreach developer superfast broadband private infill programme of works.*

3.84   *From January 2016 Openreach aim to offer developers a network connective assessment which will provide the natural broadband speed on a per development bases, and Openreach aim to offer developers a commercial solution to connect new housing developments to a fibre*

access network infrastructure, which is subject to the developer accepting the T&C of the Openreach offer and progressing with a detailed plan to build out an onsite access network capable of supporting a fibre access network."

3.85   Draft Policy C9 confirms that positive support will be given for new telecommunications development where planning permission is required or where an operator has to seek prior approval under the Town and Country Planning (General Permitted Development) (England) Order 2015..

3 Infrastructure Planning

3.1.6 Waste

Table 23 Overview - Waste

Subject description	Economic activity such as new housing and employment generates additional waste which will require treatment or disposal. It also provides opportunity for additional employment through the use of waste a resource for recycling and re-use. Infrastructure both inside and outside the borough will be needed to address the needs of a range of waste streams including municipal, commercial, industrial and construction related waste as well as more specialist ones.
Supporting infrastructure	• Energy from Waste (EfW) plants • Waste transfer stations • Community Recycling Centres • Available sites for waste development • Collection fleets • Processing Plants: AD, Composting, Wood Shredding, Rubble Crushing, MRF's, Scrap Yards • Landfill - inert, non-inert and hazardous materials
Key infrastructure providers / stakeholders	• Staffordshire County Council - infrastructure provided under contract by Veolia • Shropshire Council - infrastructure provided under contract by Veolia • Veolia, TWS and SITA - municipal waste contractors • Commercial waste operators • Environment Agency
Evidence base - key documents / methodology	• Waste Capacity Study (2014) • Regional Technical Advisory Board (RTAB) • Municipal Waste Contract (2014 - 2038) • EU Waste Framework Directive (WFD) (2008)
Supporting Local Plan policy	• Policy ER 7 - Waste management facilities
Funding summary	Funding for strategic waste infrastructure is met through existing municipal waste contracts and commercial waste management activities.

Waste infrastructure context

3.86   There are four types of waste categories that apply to the borough which are shown in the table below.

Table 24 Waste management categories

Waste category	Description	Waste management regime
Local authority collected waste	This is municipal waste generated by households or through council managed operations.	Waste is collected on a regular basis by the council's municipal waste contractor and involves the separation of wastes at the source (recyclable / non-recyclable). The Council is both the collection and disposal authority and is responsible for treatment of municipal (including street cleaning) and household (including litter and fly tipping) wastes.
Commercial and industrial waste	Waste from factories, offices, restaurants, shops and warehouses.	Waste is collected by private contractors or delivered to facilities who are responsible for the treatment of the waste either by other contractors or through their own facilities.
Construction, demolition and excavation waste	Waste originating from construction related activities.	As part of the construction process waste materials can either be retained on site as fill materials or hardcore for infrastructure such as roads. Materials can also be taken off site to other construction sites or disposed of to landfill.
Hazardous waste	Chemical and clinical waste.	Hazardous wastes such as clinical waste are often small in volume, quantity and weight and require specialist treatment facilities.

3.87   The management and treatment of waste has changed significantly in recent years, moving from a traditional approach of disposal through landfilling to higher value methods of treatment such as Energy from Waste plants. The EU Waste Framework Directive requires member states to produce waste plans to:

- Identify location criteria for site identification;
- Identify capacity of future disposal; and
- Major recovery installations - this requires the council to identify sites and / or criteria for the location of waste management facilities in order to meet the requirements of the directive.

3.88   The Waste Framework Directive also introduced the 'Waste Hierarchy' of:

1. Prevention;
2. Re-use;
3. Recycling;
4. Recovery; and
5. Disposal.

3.89   The borough has traditionally looked to landfill as the most cost effective method of disposal due to the opportunities offered by former mineral extraction sites across the area, with the borough being a net importer of waste until as recently as 2015. The rising cost of

landfill through the 'landfill tax', introduced in 1996, to around £80/tonne has left only one operational landfill site in the borough at Granville and moved the Council towards the use of Energy from Waste facilities as part of a new municipal waste contact.

3.90   Commercial waste operators collect, treat and dispose of waste within the borough. Significant infrastructure supporting these operations consists of:

- A commercially operated landfill at Granville to the east of Telford, which has consent to operate until 2025, and Michelmersh Brick Works Quarry in Trench;
- 12 x waste transfer stations;
- Composting facilities to the east of Telford; and
- 3 x Material Recycling Facilities.

Waste infrastructure planning issues

Table 25 Constraints and Mitigating Measures

Constraint	Mitigating Measures
The size and layout of the site - the development of private waste sites will be commercially driven and may result in sites with varying footprints coming forward.	**Local Plan policies -** the policy covering waste management facilities in the Local Plan (Policy ER7) allows for the development of waste management facilities on the borough's strategic industrial estates including Hortonwood, Halesfield and Stafford Park. These locations cover the majority of the employment land that will be available throughout the plan period. Allowing 'clean' waste management operations to take place on strategic industrial estates provides operators with access to a stock of existing buildings of a variety of sizes as well as new development land to meet their space requirements.
Predicting new treatment methods - that may become available.	**New technologies -** can help open up new markets creating employment opportunities especially in the high tech sector which is a big market for Telford.
Predicting EU and UK drivers - which may make new treatment plants necessary.	
Landfill tax - Predicting the point where Landfill Tax will start to impact industrial and commercial wastes	**New opportunities -** Waste streams from industrial and commercial waste producers would need to be treated, rather than go to landfill. New technologies can help open up new markets creating employment opportunities especially in the high tech sector which is a big market for Telford.

Constraint	Mitigating Measures
The type of equipment used - technology in the waste industry is evolving and investment will need to reflect this. As costs increase this could restrict entry into the market.	**New technologies -** can help open up new markets creating employment opportunities especially in the high tech sector which is a big market for Telford.
The skill and experience of the staff running the site - waste management is a complex process both in practise and regulation, which to requires operators to have a clear understanding of legal requirements.	**Training -** waste operators such as Veoila train local staff to work at their specialist waste sites.
The environmental permit - the EA licence waste management sites including EfW, recycling and landfill sites. Licences can impose restrictions on the operation of sites to minimise any potential environmental impacts.	**Established practice -** Waste operators have to organise their operations around environmental permits through environmental mitigation measures.
Restrictions on planning permission - depending on the type, size, location and operational requirements of the facility planning restrictions may be put in place. These could for example specify the times of operation or restrict the amount of HGVs accessing the site.	**Established practice -** for waste operators it is standard practice for waste operators to operate around planning restrictions through agreed mitigation measures.

Local Plan waste infrastructure requirements

3.91   The Council's Waste Evidence Base identifies that until 2015 the borough was a net importer of waste with approximately 160,000 tonnes per annum coming mainly from Shropshire and Staffordshire. As a result of the new municipal waste contract with Veolia Environmental Services this position will be reversed with the closure of Candles Landfill and the commissioning of Energy from Waste plants in both Shropshire and Staffordshire. Both plants are operated by Veolia and have spare headroom capacity to take non-hazardous wastes from the borough over the Local Plan period. Shropshire and Staffordshire authorities have agreed, under their Duty to Cooperate obligations, that the importation of waste to these treatment plants is acceptable.

3.92   To facilitate the new municipal waste contract the Council's contractor will be developing a £4m waste transfer station at Hortonwood. The site will also provide community recycle centre capacity for the north of Telford. Additionally, the transfer station will help to address the circular economy issues around needing to provide capacity to move waste management up the hierarchy.

Waste Evidence Base Study (2015)

3.93   The updated Waste Evidence Base has identified the borough's 'waste capacity gap' including an estimate of capacity by waste treatment in tonnes.

3.94   The approach taken by the Council to the planning of waste infrastructure for the Local Plan has been to establish a robust evidence base. Different scenarios, demonstrating high, medium and low growth, for the waste arising in Telford & Wrekin over the Local Plan period have been developed in order to understand the amount of waste management capacity required.

3.95   The maximum estimated additional waste capacities required over the life of the Local Plan are shown in the table below. Estimated site areas have been generated based on existing knowledge of similar sites, represent a total site area and will be subject to change at the design and planning application stage depending on location and operational requirements of the site.

Table 26 Waste infrastructure capacity gap

	Annual capacity for capacity gap calculations (tonnes pa)	Estimated maximum capacity requirement in 2030/31 (tonnes pa)	Estimated capacity gap (tonnes pa)	Estimated site areas
Organic treatment capacity - anaerobic digestion	0	59,000	59,000	3.1 hectares
Organic treatment capacity - composting	38,000	27,000	0	n/a
Materials Recovery Facility capacity	30,850	185,200	154,350	2 hectares
Residual recovery capacity	Landfill only	116,500	116,500 (Local Authority Collected Waste and some commercial and industrial waste needs will be met by Four Ashes, Battlefield Energy from Waste Plants and Granville Landfill site)	n/a
Transfer Capacity (for waste going on to Materials Recovery Facilities	160,000 (255,000 by 2019 with Hortonwood)	301,700	46,700	2 hectares

	Annual capacity for capacity gap calculations (tonnes pa)	Estimated maximum capacity requirement in 2030/31 (tonnes pa)	Estimated capacity gap (tonnes pa)	Estimated site areas
and Residual Recovery Facilities)				

3.96   The table above identifies the following waste capacity issues that will need to be considered over the plan period:

- There is sufficient capacity for the treatment of organic garden waste by composting in the plan area and new capacity of this type is not required. However, an estimated 59,000 tonnes pa (per annum) of additional capacity for the treatment of food waste using either anaerobic digestion or in-vessel composting will be required in the authority if it is to be self-sufficient. Projected demand is expected to be met by private sector provision.

- There is an estimated shortfall for managing recyclable materials, estimated to be 154,350 tonnes pa. Should proposals for a single materials recovery facility come forward this is not expected to exceed 2 hectares in size. It is expected that most proposals for material recovery facilities will be suitable for the strategic employment areas, however it should be noted that some of the capacity gap may be available through facilities in neighbouring authorities for example the Four Ashes site also includes a material recovery facility.

- There is no recovery capacity for residual treatment, as the needs of the borough are planned to be met by facilities within neighbouring authorities at the Battlefield (Shropshire), Four Ashes (Staffordshire) and in the case of disposal through the existing Granville landfill site.

- There is an estimated 46,700 tonne capacity gap for transfer facilities, it is estimated a site of approximately 2 hectares would be sufficient to meet this need.

3.97   Of the 28 employment site allocations within the Local Plan 26 sites are above 1 hectare in size and 15 sites are above 2 hectares in size and all sites are located within strategic employment areas. Through policy ER7 this provides flexibility over the period of the Local Plan to meet the need for development of future waste capacity that may come forward. Where waste proposals come forward it is expected that the majority of these will be suitable for location on the majority of employment site allocations within the Local Plan.

3.98   The estimated waste capacity gap identified above will be funded through private sector investment. Therefore, **there is no waste infrastructure funding gap**. As such no Infrastructure Delivery Schedule is required for this section.

3 Infrastructure Planning

3.2 Social Infrastructure

3.2.1 Education

Table 27 Overview - Education

Subject description	The Council is responsible for the provision of school places and therefore has a legal obligation to plan for the education needs of new developments. Providing high quality education infrastructure, including primary, secondary and special schools, is a key consideration in the development of sustainable communities. Good quality education can also help improve the social and economic health of communities through opportunities to access further and higher education.
Supporting infrastructure	56 Primary Schools (2 fee paying) 13 Secondary Schools (1 fee paying) 4 Special Schools 2 Sixth Form colleges 2 Universities 41 Nurseries
Key infrastructure providers / stakeholders	- Early years providers - Telford & Wrekin Council - Academies - New College (Sixth Form College) - Telford College of Arts and Technology - Harper Adams University - Wolverhampton University - Telford Campus - Private education providers
Evidence base - key documents / methodology	- Local Plan School Places Study (2015) - Planning of Primary School Places (2013-2018) - The Importance of Teaching (2010)
Supporting Local Plan policy	Policy COM 1 - Community facilities
Funding summary	The Council has a legal obligation to provide school places within the borough. In practice this can mean the Council would need to secure funding to cover the expansion of schools and in case of larger developments the provision of new schools in order to meet its legal obligations.

Education infrastructure context

3.99   The education system is currently undergoing a period of transition as management and funding arrangements are increasingly being devolved to individual school level (through the Academy and Free School system) and away from councils. Local councils will retain a strategic coordinating role to ensure that all children have a school place and will continue to allocate funding for 'state schools' until such as time as they convert to academies.

The Importance of Teaching (2010)

3.100   'The Importance of Teaching' (2010) White Paper sets out the Central Government strategy for the organisation of primary and secondary education namely:

- Restoration of original freedoms to Academies;
- Dramatically extend the Academies programme, opening it to all schools;
- Ensure lowest performing schools are considered for conversion to Academy status;
- Ensure there is support for schools to collaborate through Academy chains and multi-school trusts and federations;
- Support teachers and parents to set up new 'Free Schools' to meet parent demand especially in areas of deprivation; and
- Maintain a coordinating role for Local Authorities.

3.101   The White Paper also sets out the future for schools funding and states that:

- More resources will be targeted towards the most deprived pupils;
- Consultation on a fairer national funding formula will be undertaken;
- Increase transparency by showing how much money schools receive and what they spend it on;
- End the disparity in funding between schools and colleges;
- Cut bureaucracy from the process of allocating capital funding and securing better value for money.

Role of the Council

3.102   The Council has a good track record of securing external funding for school infrastructure through the 'Building Schools for the Future' project. A total of £127m of external grant funding was secured to help rebuild, refurbish and/or relocate all of the borough's secondary schools as well as a capital (including S106 funding) programme that has seen the expansion of 5 primary schools across the borough during the past five years. In addition to this developer funding has been secured to fund an additional primary school at Lawley.

3.103   The Council has a statutory duty to ensure that there are sufficient school places in the borough, promote high educational standards, ensure fair access to education opportunity and promote the fulfilment of every child's educational potential. In addition to this the 'Planning of Primary School Places' (2013-2018) sets out that the Council seeks to:

- Improve educational outcomes by ensuring access to high quality education provision;
- Ensure cost effective provision by using up surplus school places;
- Provide or assist in procuring local schools for local children;
- Ensure the provision of new schools are in the right place to serve communities;

- Facilitate the diversity of schools provision by offering a range of provision to promote choice to parents;
- Maintain the sustainability of schools in terms of financial, social and environmental impacts; and
- Consult with stakeholders over school organisation proposals and as part of the commissioning process.

3.104 In order to achieve these outcomes, first and foremost it is necessary to ascertain the future pupil places needed within the borough.

3.105 The table below sets out the current make up and status of schools within the borough.

Table 28 Type and management arrangements of borough schools

Type of school	Status	Number of schools (2015)
Primary	Council	52
	Academy	2
	Free School	0
	Selective entry	0
	Fee paying	2
Secondary	Council	5
	Academy	7 (incl 2 selective entry)
	Free School	0
	Selective Entry	2
	Fee paying	1
Special Schools	Council	4

3.106 Local planning for schools provision is undertaken on a 2 yearly cycle with the production of a 'Planning for Primary School Places' report on a biennial basis, with the current period running from 2013 to 2018. Secondary provision will be incorporated within the next report. Annual projections are also provided on an individual school basis to support proposals for school organisation, whether that be a new school, expansion, merger or removal of surplus places.

3.107 The Council has with 'Contributions relating to Education Facilities' (2014) guidance available which provides a detailed breakdown of the methodology used to secure developer contributions for schools. Contributions are calculated on the basis of primary and secondary school places and the guidance states they may be used for:

- Primary school facilities;
- Secondary school facilities;

- Special Educational Needs provision; and/or
- Home to School Transport.

3.108   Other facilities may be sought by negotiation, where need can be appropriately justified, including nursery and early years provision, sixth form and post 16 provision and youth facilities.

3.109   The Council also organises home to school transport across the borough to meet primary and secondary education needs of outlying and rural communities. The Council currently provides home to schools transport for around 2,200 pupils.

Further and Higher Education

3.110   The borough has a network of post 16 provision based within secondary schools with two post 16 facilities at New College and Telford College of Arts and Technology (TCAT) based in Wellington. Early discussions with TCAT indicate that, although the education leaving age has been raised to 18, this is not a major 'capacity' issue for them as the requirement is only for schools leavers to remain in at least one day of training or education a week. The effect of this and the multitude of channels for the delivery of further education and skills training reduces the burden on the need to provide significant amounts of capacity within existing fixed facilities.

3.111   Harper Adams and Wolverhampton Universities are major higher education providers within the borough and provide opportunities for higher education and training. Harper Adams is a key employer in the rural area, plans to strengthen either of the borough's universities will be encouraged and positively planned.

Education infrastructure planning issues

3.112   The table below sets out the key constraints that need to be considered as part of delivering new education infrastructure. The table has been generated through discussions with officers from the Schools Organisation Service and is a mix of demographic and technical issues which the Council will need to address. Against each of the constraints the high level opportunities that are available to mitigate the impact of the identified constraints are identified.

Table 29 Constraints and opportunities

Constraints	Mitigation Measures
Population planning - the Council expects to deliver 76 hectares of employment land over the plan period. This is likely to generate inward migration of people of working age which is likely in turn to generate additional children and need for school places over the plan period. In addition there is a trend of underlying growth in the demand for school places which will need to be considered.	**Data management** - the infrastructure delivery plan will be regularly updated to reflect developments that are coming forward. The Council will also seek early engagement with developers to understand the likely composition of developments in terms of household types.
Expansion of Academy schools - once a school adopts Academy status it falls outside the control of the Council creating a situation	**Engagement with Academies -** where the need for additional capacity has been identified in a school catchment area the

3 Infrastructure Planning

Constraints	Mitigation Measures
where the Council has no powers to direct the expansion of existing academy sites. The number of academies is set to rise during the plan period.	Council will be seeking early discussions with local schools, including academies, to discuss potential projects.
Parental choice - the Government has been keen to encourage greater parental choice in education. This has created the situation where parents have the right to express a preference for schools outside their traditional catchment areas. An increase in the number of pupils will erode the Council's ability to meet parental preference.	**Completion of sites** - it is envisaged that as sites build out school admission policies will give priority to local children wishing to attend local schools. This will help create more sustainable catchment areas with more opportunities for walking and cycling to school.
Securing school sponsors - the Council has a legal obligation to plan for and provide school places. As part of this the Council is obliged to secure a 'sponsor' for the opening of any new schools. The school is then passed to the sponsor to operate the facility. The Office of Schools Commissioners decides whether sponsors are suitable.	**Engagement with potential sponsors -** where the need for a new school facility has been identified the Council will seek early discussions with the Office of the Schools Commissioners and potential sponsors in anticipation of developments coming forward.
The distribution of surplus schools places - this doesn't necessarily match the need for school places which can increase the overall provision required.	**Coordination of available funding -** where the availability of surplus school places does not match the need for school places the Council will seek measures to match supply and demand such as the realignment of school catchment areas.
Cross boundary changes in education provision - the Council does not have any means of controlling education provision in neighbouring Local Authorities. Cross boundary movement of pupils can arise as a result of school closures, local house building and demand for popular schools.	**Cross boundary working -** the Council has been working with cross boundary Local Authorities including Shropshire and Staffordshire Councils and no significant issues have been identified. However cross boundary movement of pupils will be kept under review.
Meeting curriculum needs - the delivery of school facilities needs to be in line the needs of the curriculum, this has a greater impact on the delivery of specialised facilities at secondary level such as science laboratories.	**External funding** - the need to provide specialised education facilities can potentially be met through bids for external funding or deals over specialist facilities such as sports facilities.

Local Plan education infrastructure requirements

3.113   The Council's approach to establish the education infrastructure requirements of the Local Plan has been to identify where likely capacity gaps will fall in primary and secondary school provision. Where gaps in schools provision have been identified the Council has planned for the most cost effective means of addressing the capacity gaps by:

- In the first instance using surplus places in existing schools;
- Maximising the use of existing school buildings and infrastructure through the remodelling of space;
- Identifying school sites that would be appropriate for expansion; and
- Finally the provision of new schools where the size or location of the proposed development makes this necessary.

3.114   A plan led approach was taken by the Schools Organisation Service to the identification of the capacity gap in schools places. This work focused on allocated development to understand the impact of this on existing schools infrastructure, the measures required to mitigate this impact, the costs of these measures and a broad indication of when they will need to be delivered.

3.115   The methodology set out below was used to estimate the capacity gap for both primary and secondary schools. This work involved:

1. Using the locations of allocated development sites to identify the relevant school catchment areas and schools;
2. Identifying current capacity of schools and numbers on roll to establish the amount of surplus school places;
3. Calculating the estimated pupils for each of the allocated developments within the relevant school catchment;
4. Calculating the estimated number of pupils from committed developments within the relevant school catchment;
5. Subtracting the the total number of estimated pupils from the surplus places for each school catchment; and
6. The end figure is the estimated 'capacity gap' for school places.

3.116   Map 7 sets out the distribution of the existing primary and secondary school estate and identifies which schools are likely to require expansion.

3.117   Where there is the need for new primary or secondary schools, development site allocations such as H1 are of sufficient scale and sufficiently advanced in planning to have identified and recognised the need for a primary school on site. These projects have been identified on the map below. The need for new primary and secondary schools to meet the cumulative requirements of a number of developments will require further planning to identify suitable sites as well as project requirements. At this stage the Council has identified the need for additional provision and the broad area it will require. To reduce the potential oversupply of school places further detailed planning will be undertaken in line with emerging developments.

Map 7 Primary and Secondary Schools requirements

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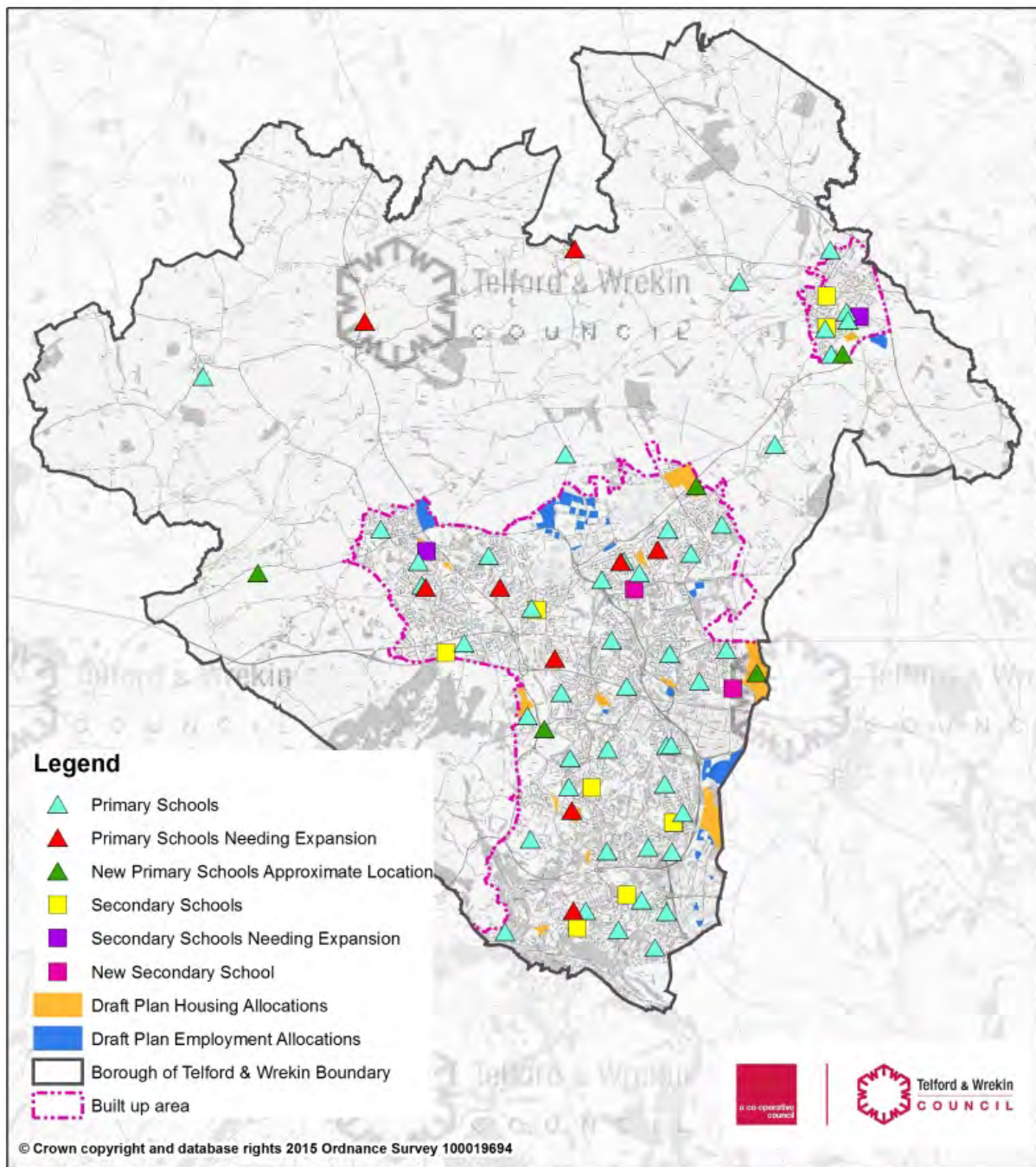
School places

3.118   The above process has enabled the Council to identify the estimated capacity gap in school places across local primary and secondary schools. The work undertaken in 2015 identified the following estimates:

- Total requirement of 5,249 school places;
- Total surplus school places of 2,071;
- Total estimated 'capacity gap' in school places of 3,178 broken down by **2,373 primary places** and **805 secondary places** (after the surplus places have been taken up).

Infrastructure costs

3.119   The Council has used the most up to date information from the 'Building Schools for the Future' programme which relates to the average cost of building primary and secondary schools. These costs have been used to generate early estimates of the costs of infrastructure related to expansion and new build school projects. They are based on the average build costs for new build and extension projects and estimated costs for projects will be subject to inflation and detailed design costs.

Table 30 Average build costs

	Primary schools	**Secondary schools**
Extended school (1x class base)	£300,000	£300,000
New build school	£5,000,000	n/a

3.120   The estimated total costs of all primary and secondary school infrastructure projects (non-fee paying schools) included in the infrastructure delivery schedule is £36,500,000. It should be noted that the above costs are estimates, do not include the purchase of land and were delivered as part of a framework construction contract which provided some economies of scale resulting in lower costs.

3.121   The establishment of school transport costs is dependent on the length of the journey involved and will be negotiated on a case by case basis with developers.

Developer contributions

3.122   Where there is a gap in the provision of school places the hierarchy below sets out projects where contributions will be sought including:

1. Re-modelling of existing schools to create additional internal teaching space;
2. Expanding existing school sites through building new classrooms and associated infrastructure; and
3. Building new schools.

3.123   Estimated developer contributions for primary and secondary schools are set out below. Details for estimated contributions and costs for individual projects are included within the infrastructure schedule. Developer contributions amounting to £17.5m have been secured to date with this figures set to rise as larger developments secure planning permission.

3.124   The further and higher education sectors within the borough are directly funded from the Education Funding Agency, the Higher Education Funding Council for England and the Skills Funding Agency (part of the Department for Business, Innovation and Skills). This Infrastructure Delivery Plan assumes that these educational sectors will continue to rely on these funding sources to accommodate growth rather than from developer contributions.

Closing the funding gap

3.125   Based on analysis of the capacity gap in school places and the likely projects that may be required there is an estimated net funding gap of £18.9m for expansion and new build schools, the breakdown of this figure by project type is set out in the table below.

3.126   During the first five years of the Local Plan £11.8m of schools projects have been identified, developer contributions of £7.6m has already been secured leaving a net funding gap of £4.5m.

Table 31 Schools funding gap table

	Primary expansion	Primary new build	Secondary expansion
Estimated cost of infrastructure	£8,700,000	£20,000,000	£7,800,000
Section 106 funding 'secured'	£3,932,170	£11,258,135	£2,322,969
Estimated funding gap	**£4,767,830**	**£8,741,865**	**£5,477,031**

3.127   In total the Council has already secured developer contributions totalling to £17.7m against committed developments through Section 106 agreements. The Council will seek to coordinate funding secured through existing Section 106 agreements with further developer contributions secured against allocated sites to maximise the opportunities to provide school places.

3.128   Where likely project funding gaps are identified these will be met through a mix of sources including bidding for Central Government funding grants (including Education Funding Grants), capital receipts, external bids and developer contributions. The Council has also developed a successful model of integrating other public sector facilities into secondary schools as part of the Building Schools for the Future. It is envisaged that any further development of the schools estate will provide opportunities to work with public sector agencies such as the Clinical Commissioning Group (health), libraries, leisure services and police to help offset the costs of construction by providing more 'community focused' schools.

3.129   The Council recognises that there are a range of factors which could affect the delivery of education infrastructure not least the rate of development and the available funding to deliver infrastructure. These issues will be managed through careful monitoring of anticipated development and planning applications coming forward to provide Schools Organisation Service with the earliest opportunity to plan to meet capacity gaps in the provision of school places.

3.130   The Council plans for school places on a yearly basis, refreshing the plan biennially, with the current period running between 2013-18 and the following periods covering the Local Plan period and beyond 2018-23, 2023-28 and 2028-33.

Education infrastructure schedule

Table 32 Infrastructure Schedule - Education

Time frame	Project priority	Infrastructure type / project	Estimated costs	Secured funding to date	Estimated funding gap	Potential funding source	Delivery agency
0-5	Important	Church Aston Primary - new build	£5,000,000	£1,258,135	£3,741,865	Telford & Wrekin Council, developer contributions and external bids	Telford & Wrekin Council
0-5	Important	Tibberton - extension	£300,000	£104,220	£195,780	Telford & Wrekin Council, developer contributions and external bids	Telford & Wrekin Council
0-5	Important	W Wood Infant /Junior - extension	£600,000	£27,252	£572,748	Telford & Wrekin Council, developer contributions and external bids	Telford & Wrekin Council
0-5	Important	Allscott - new build	£5,000,000	£5,000,000	£0	Telford & Wrekin Council, developer contributions and external bids	Telford & Wrekin Council
0-5	Important	Captain Webb - extension	£900,000	£1,334,535	-£434,535	Telford & Wrekin Council, developer contributions and external bids	Telford & Wrekin Council
5-15	Important	Lawley Academy - extension	£2,100,000	£0	£2,100,000	Telford & Wrekin Council, developer contributions and external bids, Education Funding Agency Grants	Telford & Wrekin Council

Time frame	Project priority	Infrastructure type / project	Estimated costs	Secured funding to date	Estimated funding gap	Potential funding source	Delivery agency
5-15	Important	Muxton Primary (2) - new build	£5,000,000	£0	£5,000,000	Telford & Wrekin Council, developer contributions and external bids	Telford & Wrekin Council
5-15	Important	Priorslee Primary (2) - new build	£5,000,000	£5,000,000	£0	Telford & Wrekin Council, developer contributions and external bids	Telford & Wrekin Council
5-15	Important	Priorslee Primary (2) - extension	£2,100,000	£865,199	£1,234,801	Telford & Wrekin Council, developer contributions and external bids	Telford & Wrekin Council
5-15	Important	Millbrook - extension	£900,000	£1,083,206	-£183,206	Telford & Wrekin Council, developer contributions and external bids	Telford & Wrekin Council
5-15	Important	Crudgington - extension	£600,000	£285,407	£314,593	Telford & Wrekin Council, developer contributions and external bids	Telford & Wrekin Council
5-15	Important	Wrekin View - extension	£900,000	£100,000	£800,000	Telford & Wrekin Council, developer contributions and external bids	Telford & Wrekin Council
5-15	Important	William Reynolds - extension	£300,000	£132,351	£167,649	Telford & Wrekin Council, developer contributions and external bids	Telford & Wrekin Council
5-15	Important	Burton Borough - extension	£3,000,000	£749,350	£2,250,650	Telford & Wrekin Council, developer contributions and external bids	Telford & Wrekin Council

Time frame	Project priority	Infrastructure type / project	Estimated costs	Secured funding to date	Estimated funding gap	Potential funding source	Delivery agency
5-15	Important	Charlton - extension	£2,400,000	£474,000	£1,926,000	Telford & Wrekin Council, developer contributions and external bids	Telford & Wrekin Council
5-15	Important	Telford Priory / Holy Trinity Academy - extension	£2,400,000	£1,099,619	£1,300,381	Telford & Wrekin Council, developer contributions and external bids	Telford & Wrekin Council
		Totals	£36,500,000	£17,513,274	£18,986,726		

3.2.2 Health and Wellbeing

Table 33 Overview - Health and Wellbeing

Subject description	This section addresses infrastructure that is directly related to the improvement of the health and wellbeing of the general population. This encompasses services that are predominantly provided by the health sector and includes facilities such as GP surgeries and health centres as well as the wider health estate including dentists, pharmacies, opticians and Social Care facilities. Other infrastructure such as parks, better housing, improved walking and cycling routes and greater choice employment locations can indirectly improve residents' health.
Supporting infrastructure	• GP surgeries and health centres (Primary Care facilities) • Dentists • Pharmacies • Opticians • Social Care facilities
Key infrastructure providers / stakeholders	• Telford & Wrekin Clinical Commissioning Group • Telford & Wrekin Health & Wellbeing Board • NHS England Property Services Ltd • Public Health (Telford & Wrekin Council) • Social Care (Telford & Wrekin Council)
Evidence base - key documents / methodology	• NHS - Future Fit programme • NHS - Community Fit programme • NHS - Telford & Wrekin Strategic Estates Plan (2016-2021) • NHS - Primary Care Delegated Commissioning Strategy (Draft 2015) • Pharmacy Needs Assessment (2015-2018)
Supporting Local Plan policies	• Policy COM 1 - Community facilities
Funding summary	The provision of funding for healthcare infrastructure such as GP's and health centres is the responsibility of the NHS.

Health and wellbeing infrastructure context

Health and Social Care Act (2012)

3.131 Nationally, the NHS has undergone considerable structural change driven by the Health and Social Care Act (2012) which came into effect in April 2013. The key changes included in the Act affecting the delivery of health infrastructure include:

• The abolition of the Primary Care Trusts and Strategic Health Authorities;

- The creation of GP led Clinic Commissioning Groups, which have the responsibility to commission healthcare provision;
- The creation of NHS Property Services, a limited company owned by the Department for Health to manage 3,600 healthcare facilities; and
- The creation of local Health & Wellbeing Boards (made up of representatives of Local Authorities, Clinical Commissioning Groups and NHS England).

Telford & Wrekin Clinical Commissioning Group

3.132   Locally, the Telford & Wrekin Clinical Commissioning Group is the key body responsible for planning and commissioning changes in health provision within the borough. The Clinical Commissioning Group has been successful in securing 'delegated commissioning for primary care' as of April 2015 to aid the reorganisation of local health facilities. In terms of infrastructure provision this allows for decisions on the following aspects of GP provision to be made at a borough level:

- Decisions in relation to the establishment of new GP practices (including branch surgeries);
- Decisions in relation to the closure of GP practices; and
- Decisions to approve the merger of GP practices.

3.133   The local Primary Care Delegated Commissioning Strategy (Draft 2015) recognises the need to plan for additional development and states that *"The Clinical Commissioning Group will need to work closely with the Local Authority Planning Department to understand the impact of building projects for housing development within the area to ensure that Primary Care Capacity is sufficient to meet the needs of incoming populations"*.

3.134   The Clinical Commissioning Group is leading on two key programmes which are driving planning of acute and primary care services within the borough:

1. **Future Fit -** this programme deals with the reconfiguration of hospital and emergency care services within Telford & Wrekin, Shropshire and Mid Wales (areas covered by the Shrewsbury and Telford Hospitals Trust). The outcome of this work will see the creation of a single emergency care centre within the county and the creation of a network of urgent care centres. Work is currently being undertaken to identify an appropriate site for the emergency care centre. Once a decision has been taken on this site planning for the network of urgent care centres will be undertaken.

2. **Community Fit -** this programme is intended to model and describe the types of services which will be required in primary care and community services to absorb the activity coming out of the acute trust and the other changes which will impact on the use of primary and community healthcare services such as demography, ageing population and increased demands on the primary care and community care. The overarching aims of the Community Fit programme are to:

- Cover all aspects of care to enable safe transition from the current healthcare model, which is heavily based on patients going to hospital.
- Work towards a sustainable, community based, health and social care system focused on prevention and continuity of care, delivered by integrated teams of clinicians, through bespoke local solutions utilising the local asset base.

- Build on work already underway across health, social care and voluntary sector e.g. supported discharge, admission avoidance, community resilience.
- Seek to identify new models of delivery, shape commissioning of primary healthcare and reduce the pressure on the local 'health estate' for years to come by; 1) more sign posting to the appropriate providers for issues such as minor aliments (Pharmacy instead of GP); and 2) dealing with the patient rather than the problem by addressing social as well as medical issues.

Telford & Wrekin Health & Wellbeing Board

3.135   The body responsible for collectively addressing health in the borough is the Telford & Wrekin Health and Wellbeing Board. This body contains representatives of the Council (Public Health, Social Care and Children and Families), Clinical Commissioning Group and NHS England. The purpose of the board is to identify the health and wellbeing priorities for the borough and define what will be done to address them, the strategic priorities for the plan have been identified through the development of a 'Joint Strategic Needs Assessment'. The current 'Health and Wellbeing Strategy (2013-16)' identifies the priorities for he borough including:

- Reduce excess weight in children and adults;
- Reduce teenage pregnancy;
- Improve emotional health and wellbeing;
- Support people with autism;
- Reduce the number of people who smoke;
- Reduce misuse of alcohol and drugs;
- Improve adult and children carers health and wellbeing;
- Improve life expectancy and reduce health inequalities;
- Support people to live independently;
- Support people with dementia.

Healthcare estate

3.136   The table below sets out the key health and wellbeing infrastructure, how this is currently planned for and a summary of how infrastructure is currently delivered.

Table 34 Healthcare facilities by type

Facilities	How are they planned for	Current Planning Period	Delivery Model
GPs / health centres	Strategic Estates Plan	2016 - 2021	GPs act as independent contractors commissioned by Clinical Commissioning Group on behalf of NHS England to provide GP services.

Facilities	How are they planned for	Current Planning Period	Delivery Model
Dentists	Orthodontic Needs Assessment Monthly NHSE local commissioning meetings	On-going	NHS dental services are delivered by independent contractors via an agreed NHS contract commissioned by NHSE.
Pharmacies	Pharmacy Needs Assessment	2015 - 2018	Independent contractors who provide NHS pharmaceutical dispensing services via an NHS contract commissioned by NHSE.
Opticians	No established process	n/a	Independent contractors who deliver optometric services provision via an NHS contract commissioned by NHSE.

3.137 In May 2015, the Secretary of State confirmed the direction of travel for healthcare by setting out his biggest priority as transforming care outside of the hospital. As a result of this NHS England formulated a Five Year Forward View to help address the financial pressures faced by the wider NHS. As a result of the Five Year Forward View the alignment of the primary and community care estate with short, medium and long term commissioning intentions of commissioning organisations has been identified as an opportunity to help create a more efficient service.

3.138 The Clinical Commissioning Group has commissioned a Strategic Estates Plan (2016-2021) from NHS Property Services which will provide a strategic direction for the borough's health estate as well as setting out how the health estate will need to change to meet the emerging needs of the area over the next five years and beyond in line with the emerging Community Fit programme. The Strategic Estates Plan will consist of a five year plan that will address the 'estate that you have', the 'estate you need' and analysis of the gap in provision. The strategy will include:

- **Stage 1:**

  - Primary and community care estate (GPs and health centres);

- **Stage 2:**

  - Non-clinical estate, such as office and administrative bases;
  - Engagement with secondary and tertiary care estate (hospitals); and
  - Engagement with wider public sector estate (Social Care facilities).

3.139 More specifically, the Strategic Estates Plan has identified immediate priorities in terms of particular sites such as GPs as part of a five year capital investment plan and the financial impact of any proposed changes over the same period. Longer term priorities and the need for further detailed studies related to other sites will also be identified.

3.140 The map below identifies the current distribution of GP practices and development sites (committed and allocated) across the borough.

Map 8 Health and Wellbeing
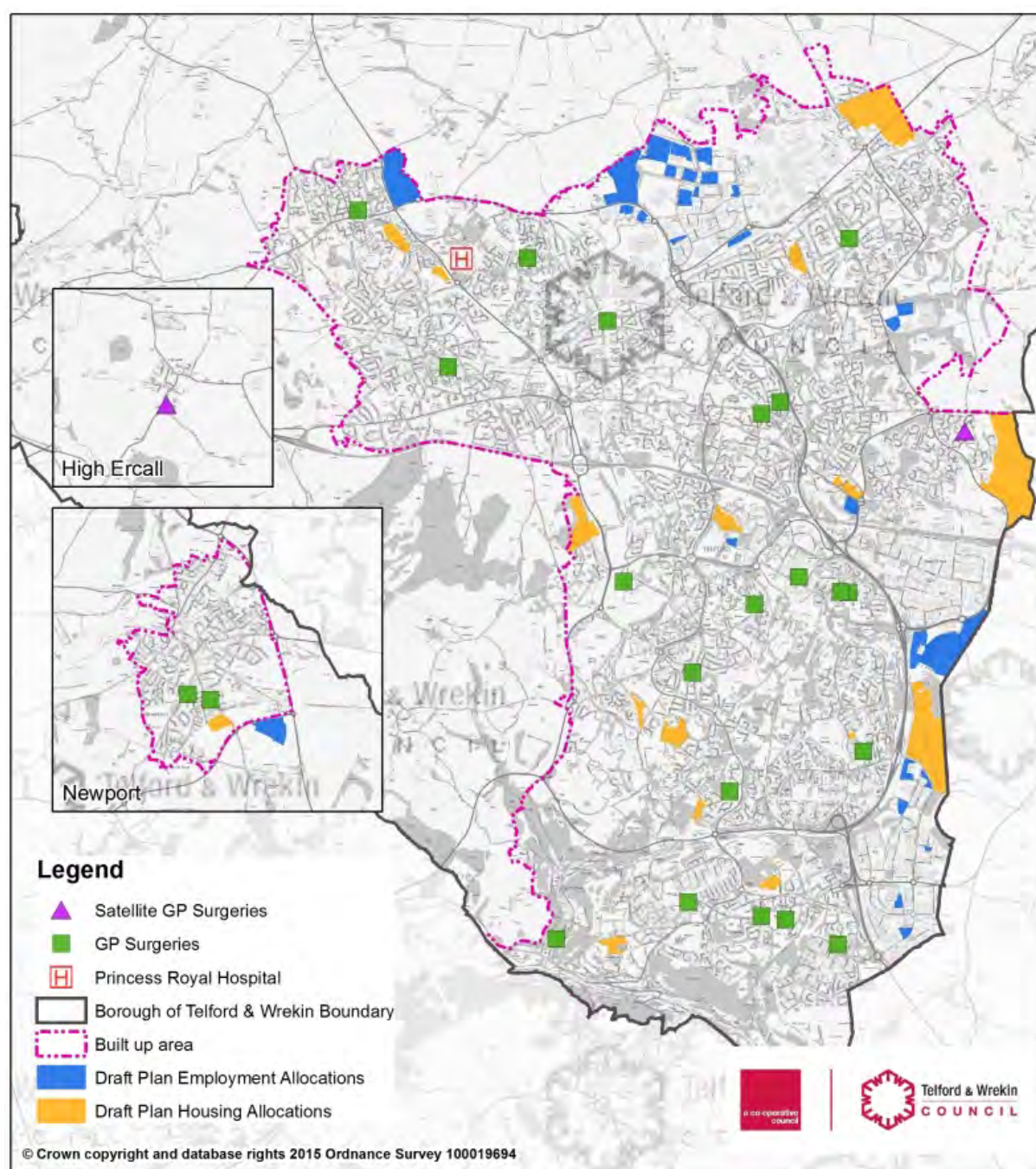
Health and wellbeing planning issues

3.141   Discussions with the Clinical Commissioning Group and the Health & Wellbeing Board have identified the following planning related issues included within the constraints and opportunities table below that will need to be considered over the life of the Local Plan.

Table 35 Constraints and opportunities

Constraints	Opportunities
Population levels and household composition - the health service plans the need for new provision based on projected population levels and, more significantly, household composition. This data allows for a more detailed assessment of the type of provision that might be required in an area, for example the size, type and tenure of residential units which can generate potentially different types and levels of healthcare needs.	**Objectively Assessed Needs data (population profile) -** this information provides a breakdown of the population profile by age and year and can be used for projecting future health service requirements.
Inward migration - where residents move around the borough this does not create major issues for the planning and delivery of healthcare facilities as capacity can potentially be shifted to meet new areas of demand. Inward migration creates different pressure on healthcare facilities as new capacity needs to be planned for and provided.	**Projected housing growth -** the Council will monitor the progress of the Local Plan and provide up to date information on developments that are 'not started', 'under construction' or 'complete' through the production of an Annual Monitoring Report. The Council will also update the trajectory of completions and allocations included within the plan for use by infrastructure providers such as the Clinical Commissioning Group to aid the planning of healthcare services.
Fragmented ownership of primary care estate - the current primary care estate is in the ownership of a GPs, NHS Estates and the Community Trust. The Clinical Commissioning Group is responsible for the planning of the estate however it does not own any property, the operational needs of these owners need to be considered in the development of the Strategic Estates Plan (see below for further information). In addition to the above traditional models of healthcare are changing with the increasing trend of GPs not buying into the ownership of practice buildings. GPs are tending to be more transient in their working practises leading to greater uncertainty around the length of GP contracts.	**Strategic Estates Plan** - the plan will help to address the fragmented nature of the primary care estate and plan for the most efficient utilisation of the estate helping to: 1) build capacity in service provision, 2) provide an estate that is fit for purpose and 3) address future growth as set out in the Local Plan.

Constraints	Opportunities
Time horizons of developers - developers of residential sites often have a limited planning horizon and seek to deliver homes that meet current market needs. The downside of this process is that it does not necessarily meet the long term needs of the population and makes it difficult to deliver project and deliver planned improvements to healthcare.	**Engagement with developer community -** the Council will play a facilitating role in helping to understand the types and size of homes that developers are planning for so the Clinical Commissioning Group can better align their services to the development models.
Serving outlying communities - the borough has a large rural area which contains a number of villages that have been identified as being suitable for limited development (Policy H10) in the Local Plan.	**Community Fit programme -** the emerging models of delivering primary care will provide for more flexible and targeted services as well as make better use of technology to help reduce the need to travel. **Cross boundary working -** there are a number of Shropshire satellite branch surgeries which operate within the borough. Telford and Wrekin Clinical Commissioning Group will be working with counterparts in Shropshire to ensure that they are planning appropriately for the growth set out in the Local Plan.

Local Plan health and wellbeing infrastructure requirements

3.142   The Infrastructure Delivery Plan will be reviewed on a six monthly basis and the Council and Telford and Wrekin Clinical Commissioning Group are committed to the effective planning of healthcare over the period of the Local Plan through greater partnership working. This will include:

- Providing the Clinical Commissioning Group with early indications of developments as they come forward;
- Early detailed breakdown of developments including the number, type and tenure of households and the population profile that developers are planning for;
- Partnership working across the public sector estate to identify common needs and common solutions - this could include working with partners such as the police to pool resources for general use community facilities as part of new developments;
- Joint funding bids for infrastructure and / or supporting Clinical Commissioning Group funding bids (provision of data, Council design and built expertise and planning); and
- Assisting with the identification of sites for new facilities and coordinating with other bodies such as transport providers to help realise / plan for appropriate links.

3.143   The Council has provided the Clinical Commissioning Group and NHS England with a set of housing and employment sites data (committed developments and allocations) used to develop the Local Plan. NHS England has integrated this information into their planning assumptions and as a result will ensure that growth in population is being planned for up to 2031.

Funding healthcare

3.144   The Clinical Commissioning Group has indicated that any changes proposed through the Strategic Estates Plan will be funded through the following routes:

1.   NHS capital grant applications;
2.   Increased funding allocation based on higher population levels;
3.   Disposals and reinvestment in estate; and
4.   Private Finance Initiatives.

3.145   It is envisaged that most healthcare infrastructure will be funded through existing resources, however there may be instances where the use of developer contributions are required or in-kind contributions such as land to help deliver new health facilities will be required. These will be assessed on a case by case basis.

3.146   The Strategic Estates Plan will be delivered in two stages. Stage one will focus on the Primary Care estate and stage two will cover planning for the wider health estate including Community Care and Social Care facilities and will be delivered in partnership with the Council. The purpose of stage two will be to jointly review the NHS and Council (Social Care) estate in line with the integration of commissioning requirements, with the benefits of:

- Economies of scale;
- Better utilisation of existing facilities across a wider estate;
- Reinvestment of capital receipts in new joint facilities; and
- Providing a health estate that is fit for purpose for the life of the Local Plan.

Strategic Estates Plan Stage 1

3.147   The Council have been assisting the Clinical Commissioning Group with the development of the Strategic Estates Plan through the provision of residential and employment site data contained within the Local Plan.

3.148   Early discussions with the Clinical Commissioning Group have shown that GP practices are increasingly seeking economies of scale through mergers to create larger GP groups which share common services such as back office functions. Several smaller GP Practices have recently merged together to make larger practices and there is an expectation that similar joint working arrangements may occur in the coming years.

3.149   As part of developing stage one of the Strategic Estates Plan the Clinical Commissioning Group have worked with all local GPs to understand the utilisation of surgeries and in the first instance seek to maximise the use of existing space. Funding for schemes within the Strategic Estates Plan will be met through a mix of bidding into the Primary Care Infrastructure Fund, capital receipts from the disposal of existing properties and through existing resources.

3.150   The Strategic Estates Plan is due to be completed in January 2016 and the Council will continue to work closely with the Clinical Commissioning Group to ensure that the health needs of the growing population are planned for.

3.151   In advance of the Strategic Estates Plan the Clinical Commissioning Group have provided the Council with an early assessment of the likely healthcare infrastructure requirements arising from the allocated developments, it should be noted that this table will be updated once the Strategic Estates Plan has been released. The table includes the following information:

- Estimated population on completion of the development;
- The current available GP provision; and
- The broad options to meet any potential gaps in healthcare provision.

Table 36 Housing allocations and GP provision

Housing allocation	Est pop	Current available GP provision	Potential mitigation
H2 Woodside, Priorslee	2,700	• Hollinswood & Priorslee Practice (branch) • Shifnal & Priorslee Practice (branch) • Oakengates Medical Practice	Potential extension to branch surgery of Hollinswood & Priorslee - Section 106 agreement for this development includes the provision of a facility suitable for use as a GP practice.
H3 Sutherland School	295	• Donnington Medical Practice • Trinity Healthcare Partnership (branch) • Oakengates Medical Practice • Hollinswood & Priorslee	Potential extension works to Leegomery branch of Trinity.
H4 Plot D, Pool Hill Road	96	• Dawley Medical Practice • Trinity Healthcare Partnership (Lightmoor branch) • Sutton Hill Medical Practice • Woodside Medical Practice (potentially)	Dawley Medical Practice has been granted additional rent for an extension to current premises due for completion Nov 2016.
H7 Former Phoenix School	480	• Dawley Medical Practice • Trinity Healthcare Partnership (Lightmoor branch) • Sutton Hill Medical Practice • Woodside Medical Practice (potentially)	Dawley Medical Practice has been granted additional rent for an extension to current premises due for completion Nov 2016.
H11 Land at Holyhead Road	96	• Hollinswood & Priorslee Practice (branch)	Potential extension to branch surgery of Hollinswood & Priorslee.

Housing allocation	Est pop	Current available GP provision	Potential mitigation
		• Shifnal & Priorslee Practice (branch) • Oakengates Medical Practice	
H12 Land North of Priorslee Roundabout	168	• Hollinswood & Priorslee Practice (branch) • Shifnal & Priorslee Practice (branch) • Oakengates Medical Practice	Potential extension to branch surgery of Hollinswood & Priorslee.

3.152 **There is no health and wellbeing infrastructure funding gap**. As such no Infrastructure Delivery Schedule is required for this section.

3.2.3 Emergency Services

Table 37 Overview - Emergency Services

Subject description	This area covers the provision of infrastructure for policing, ambulance and fire and rescue services which contribute to safe and healthy neighbourhoods.
Supporting infrastructure	3 Police stations at Malinsgate (Telford), Wellington and Newport 3 Staffed fire stations at Telford, Wellington and Tweedale and a retained station at Newport. 1 Ambulance 'make ready hub' at Donnington, 1 community ambulance station at Tweedale and 2 standby points at Telford and Wellington.
Key infrastructure providers / stakeholders	- West Mercia Police - West Midlands Ambulance Service - Shropshire Fire and Rescue Service
Evidence base - key documents / methodology	- Letter form West Mercia Police - Letter from Shropshire Fire and Rescue Service - West Midlands Ambulance Service - Annual Report 2014-15
Supporting Local Plan policies	Policy COM 1 - Community facilities
Funding summary	Police services: £464,131 worth of infrastructure costs identified Ambulance services: no additional infrastructure required to support the Local Plan Fire and rescue services: no additional infrastructure required to support the Local Plan

Emergency services infrastructure context

Police Services

3.153   Police services in the borough are delivered by West Mercia Police. There are 14 safer neighbourhood teams supported by teams of response and specialist police officers, police staff and special constables. Policing is delivered from the police stations in Malinsgate (Telford), and Wellington and Newport. There is also support through mobile police stations which cover more remote areas of the borough.

3.154   Call management for Telford & Wrekin is currently provided by the Battlefields Operational Command and Control Centre in Shrewsbury. These functions are planned to transfer to a new centre in 2017 based in Hindlip Park in Worcester, a project supported by a £2.4m grant from the Police Innovation Fund 2015/2016.

3.155 West Mercia Police receives 65% of its funding from central government and 35% from local taxation. To distribute central government grants between the local policing bodies of England and Wales, a funding formula is used (Police Relative Needs Formula). This consists of a basic amount per resident in combination with other factors, such as weighted top ups for specific categories of the population. Locally, a proportion of council tax is directed to West Mercia Police.

Ambulance Services

3.156 In England there are ten NHS ambulance trusts. Telford & Wrekin is covered by West Midlands Ambulance Service. Recent changes in the structure of ambulance services have seen the consolidation of ambulance stations into 'make ready sites' which are central hubs that staff report to, vehicles are serviced and training is undertaken. To compliment this the service has created 100 'community ambulance stations' across the West Midlands which have supporting 'standby points' for vehicles to deploy to throughout the day depending on service needs. Telford is served by a 'make ready' ambulance station at Donnington and a community ambulance station at Tweedale, in support of this there are two standby points at Telford town centre and Wellington. The nearest air ambulance service is based at RAF Cosford.

3.157 The Telford & Wrekin Clinical Commissioning Group commissions West Midlands Ambulance Services to provide emergency and urgent ambulance services in the borough. This work was valued at £4.8m in the 2014-15 ambulance service Annual Report.

Fire and Rescue Services

3.158 Shropshire Fire and Rescue Service operates from 23 sites in Shropshire, including three whole-time fire stations in Telford & Wrekin (in Wellington, Telford and Tweedale) and a local retained fire station in Newport. Fire services are funded through the combination of a central government grant and a share of the local council tax.

Emergency services planning issues

Table 38 Constraints and opportunities

Constraints	Opportunities
Government cuts - a decrease in national funding for emergency services might affect the ability to provide a similar service level as current delivered.	**Joint facilities** - the delivery of joint facilities between fire, police, ambulance and where possible other services could increase the viability of investments.
Service response times - emergency services have standard response targets, however the spread of development outside these areas is not of a scale to justify the reallocation of existing facilities or the development of new facilities.	**Local Plan policies** - policies within the Local Plan will seek to support the provision of new emergency services facilities. Policies and building control regulations also support the building of safe accessible developments helping to create safer, sustainable communities

3 Infrastructure Planning

Local Plan emergency services infrastructure requirements

Police Services

3.159   West Mercia Police has concluded that the proposed level of growth could increase the pressure on existing police services. With a decrease in national funding West Mercia Police is increasingly reliant on developer contributions to deliver police infrastructure which is needed to maintain Police service at current levels. Contributions are being sought for officer equipment, police vehicles and additional office facilities.

3.160   The Police have confirmed that they will be seeking contributions for officer equipment, police vehicles, additional office facilities and other infrastructure. Based on the total allocations contained within the Local Plan the total estimated figure being sought for police contributions is £464,131. Of this total £65,278 is estimated for officer equipment, £44,334 is estimated for vehicles and £354,519 is estimated for additional office capacity. These figures and the infrastructure types identified are based on the information available at the time of writing and may be subject to change dependent on future circumstances. The revenue costs associated with providing extra Police Officers and support staff will be met through existing resources.

3.161   The indicative costs per Safer Neighbourhood Team area (including equipment, vehicles and buildings) relating to the development set out in the Local Plan are included in Table 39 'Infrastructure Schedule - Emergency Services'. These costs will be updated and specified at planning application stage. Where there are multiple requests within an Safer Neighbourhood Team area the contributions will be divided proportionally between the development sites.

3.162   The Council and West Mercia Police expect the level of infrastructure required in support of the Local Plan to reduce. This takes into account factors such as the 20% additional flexibility in the delivery of housing sites and the potential opportunities for the delivery of joint facilities and shared costs with other public service providers.

Ambulance Services

3.163   Telford & Wrekin Clinical Commissioning Group has confirmed that planning for ambulance services is carried out on an annual basis and is based on the previous years activity, taking into account the number of call outs and the growth in registered GP patients. Therefore **there is no Ambulance Service infrastructure gap**.

Fire and Rescue Services

3.164   Shropshire Fire & Rescue has identified that some of the housing sites allocated in the Local Plan are outside of their 10-minute respond time. There is no need to plan for a new fire station, therefore **there is no Fire Service infrastructure gap**, and as such there are no schemes relating to fire service infrastructure included on the Infrastructure Delivery Schedule.

3.165   Instead Shropshire Fire & Rescue has advised to increase the fire preventing measures to new built homes in fringe and rural locations. The Council encourages developers to have discussion with Shropshire Fire & Rescue regarding the implementation of fire prevention measures at the early stages of development.

Map 9 Emergency services
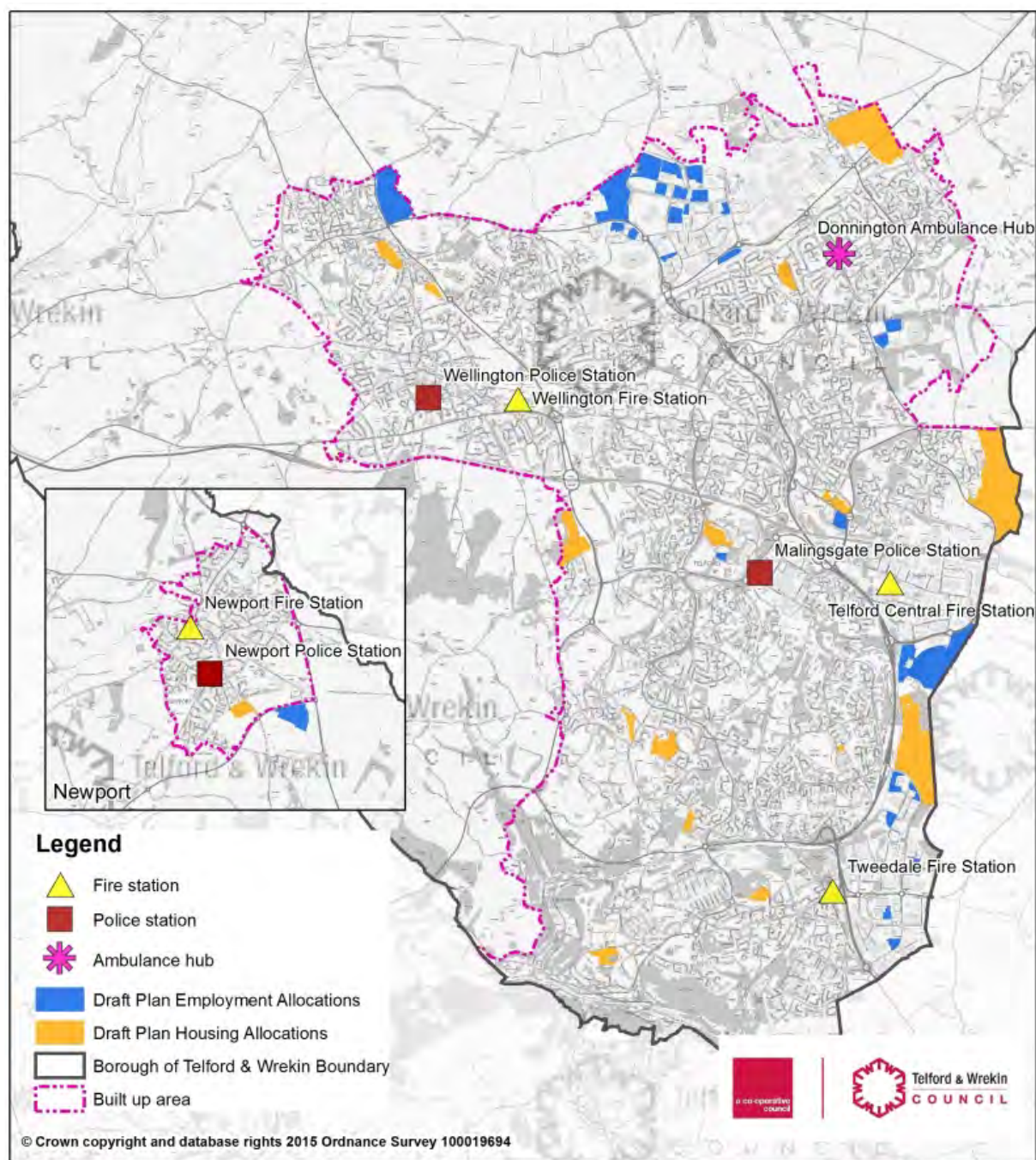
Emergency services infrastructure schedule

Table 39 Infrastructure Schedule - Emergency Services

Time frame	Project priority	Infrastructure type / project	Estimated costs	Secured funding to date	Estimated funding gap	Potential funding source	Delivery agency
2017	Important	Hinlip Operational Command and Control Centre	£2,400,000	£2,400,000	£0	Police Innovation Fund 2015/2016	West Mercia Police
0-15	Desirable	Newport SNT	£94,531	£0	£94,531	Developer contributions, Police resources	West Mercia Police
0-15	Desirable	St Georges & Priorslee SNT	£94,345	£0	£94,345	Developer contributions, Police resources	West Mercia Police
0-15	Desirable	Donnington & Trench SNT	£23,618	£0	£23,618	Developer contributions, Police resources	West Mercia Police
0-15	Desirable	Dawley & Malinslee SNT	£54,981	£0	£54,981	Developer contributions, Police resources	West Mercia Police
0-15	Desirable	Cuckoo Oak & Ironbridge SNT	£19,747	£0	£19,747	Developer contributions, Police resources	West Mercia Police
0-15	Desirable	Woodside & Madeley SNT	£11,671	£0	£11,671	Developer contributions, Police resources	West Mercia Police
0-15	Desirable	Wellington North SNT	£43,106	£0	£43,106	Developer contributions, Police resources	West Mercia Police
0-15	Desirable	The Nedge SNT	£62,854	£0	£62,854	Developer contributions, Police resources	West Mercia Police

Time frame	Project priority	Infrastructure type / project	Estimated costs	Secured funding to date	Estimated funding gap	Potential funding source	Delivery agency
0-15	Desirable	Lawley & Overdale SNT	£11,967	£0	£11,967	Developer contributions, Police resources	West Mercia Police
0-15	Desirable	Wellington West & Rural SNT	£47,311	£0	£47,311	Developer contributions, Police resources	West Mercia Police
		Totals	**£2,864,131**	**£2,400,000**	**£464,131**		

3

3 Infrastructure Planning

3.2.4 Leisure

Table 40 Overview - Leisure

Subject description	This section covers the current and future need for indoor and built sports and leisure facilities in Telford & Wrekin. For the purposes of this report, this is defined as: swimming pools, sports halls, health and fitness gyms and other specialised sports centres such as tennis centres, athletic tracks and ice rinks. This section also covers the current and future need for grass pitches and artificial grass pitches in Telford & Wrekin for the following sports: football, rugby union, rugby league, cricket and hockey.
Supporting infrastructure	Indoor and built leisure facilities: • 9 swimming pools – 4 managed by the Council • 18 sports halls across 15 sites • 1 ice rink
Key infrastructure providers / stakeholders	• Telford & Wrekin Council Leisure Services • Private Sector Health & Fitness Providers • Sport England • National Governing Bodies for Sport • Educational Establishments • Football Association • Football Foundation • Shropshire Football Association
Evidence base - key documents / methodology	• Sports & Leisure Facilities Framework 2007-2027 • Sport England Facilities Planning Model – Provision for Swimming Pools June 2015 • Sport England Facilities Planning Model – Provision for Sports Halls June 2015 • Oaks Consultancy Priority Sports – September 2010 • Energize Shropshire Telford & Wrekin Sub-Regional Facilities Strategy • Consultation draft Playing Pitch Strategy 2015
Supporting Local Plan policies	• Policy NE 3 - Existing public open space • Policy NE 4 - Provision of public open space • Policy COM 1 - Community facilities • Policy COM 2 - Culture
Funding summary	Leisure provision throughout the borough is delivered through a mix of public and private facilities. The Council operates a number of built leisure facilities including swimming pools, sports halls and specialised facilities such as ski slopes and a tennis centre.

Leisure infrastructure context

Indoor and built leisure facilities

3.166   Telford and Wrekin Council manages six leisure centres and five specialist sports centres. There is a large private sector presence within the area for health & fitness and golf, providing competition to the Council's leisure facilities. There is also a significant number of smaller health and fitness operators which are either independent or are attached to hotels.

3.167   Over recent years in accordance with the Sports Facilities Framework, Leisure Services has worked with a range of internal and external partners to develop new provision as well as improve and upgrade existing facilities. A key driver for this growth has been the Building Schools for the Future programme which has enabled the Council to replace and renovate a number of facilities over the last three years and the create a network of Cooperative Learning Communities. Both the quality of and access to school sporting facilities has improved as a result.

3.168   Some facilities have received external funding through Government grants (e.g. Sport England) and National Governing Bodies for Sports. This funding is specific to the facility itself and agreements in terms of its usage are in place as a result of this external funding.

3.169   Leisure Services has a long established history of working with partners, particularly the health sector, and is commissioned to deliver a number of physical activity and health interventions which in addition to its universal provision includes: Tackle Your Health, Fit for Life, ICan2, Street Games and Doorstep Sport, Sportivate, Be Active, Friday Night Football, Barclay Spaces for Sport.

3.170   Participation and activity levels drive sport and leisure across Telford & Wrekin. This is monitored by the Council and also stakeholders such as Sport England who have commissioned the Active People Survey (APS). This is the largest survey of sport and active recreation to be undertaken in Europe looking at how participation varies from place to place and between different groups in the population. The latest results, APS 9 which are taken from April 2014 to April 2015 indicate that 26.4% of the Telford and Wrekin 16+ population participated in sport and active recreation , three (or more) times a week. This is a significant change in people's participation in sport and active recreation since APS1 where 20.80% of the Telford and Wrekin 16+ population participated in sport and active recreation , three (or more) times a week. Telford and Wrekin compared extremely favourably for this indicator and recorded higher participation than both the regional 21.30% and national percentage 23.1% for the APS 9.

3.171   The Government's National Planning Policy Framework (NPPF) is clear about the role that sport plays in delivering sustainable communities through promoting health and wellbeing. The protection and provision of opportunities to participate in sport is seen as fundamental to the health and well-being of communities.

3.172   PPG17 confirms that sport and recreation standards should be set locally, as national standards cannot cater for local circumstances, such as differing demographic profiles and the extent of existing built development in an area. It advises that local authorities should use the information gained from their assessments of needs and opportunities to set locally derived standards for the provision of open space, sports and recreational facilities in their areas.

Existing indoor and built leisure facilities

3.173 The Borough of Telford & Wrekin is serviced by several leisure centres and sports centres (this excludes educational establishments):

Table 41 Existing leisure provision

Sub-Area	Leisure Sites	Leisure Provision	Responsibility for Delivery	Other Stakeholders
North	Oakengates Leisure Centre	Swimming pool, sports hall, fitness studio, health and fitness gym, artificial turf pitch, grass pitches	Telford & Wrekin Council	The Priory School
	Telford Tennis Centre	Tennis, cardio tennis	Telford & Wrekin Council in conjunction with coaching operator	Lawn Tennis Association First Point Tennis Coaching
	Telford Athletics Track	Athletics	Telford & Wrekin Council	Telford Athletics Club
	Hadley Learning Community	Sports hall, dance studio, swimming pool, grass pitches	Educational Establishment	Interserve
Wellington	Wellington Leisure Centre	Swimming pool, fitness studio, health and fitness gym	Telford & Wrekin Council	N/A
	AFC Telford United Goalzone	Five-a-side Football	AFC Telford United	Telford & Wrekin Council
	Shortwood Swimming Pool	Swimming pool	Telford & Wrekin Council	Shortwood Primary School
	Telford College of Arts & Technology	Indoor 3G pitch, outdoor 3G pitch, sports hall, health and fitness gym	Further Education College	N/A
	Wrekin College Sports Centre	Sports hall, swimming pool, artificial turf pitch, grass pitches	Further Education College	N/A
Central	Horsehay Golf and Fitness	Golf, health and fitness gym	Telford & Wrekin Council	Horsehay Golf Club

Sub-Area	Leisure Sites	Leisure Provision	Responsibility for Delivery	Other Stakeholders
	Telford Ice Rink	Ice-skating, ice-hockey	Telford & Wrekin Council	Telford Tigers Ice Hockey Club
	DW Sport Fitness	Health and fitness gym, swimming pool	Private Sector	N/A
	Telford Fitness and Wellbeing Centre	Health and fitness gym, swimming pool	Private Sector – Nuffield Health	N/A
	Anytime Fitness	Health and fitness gym	Private Sector	N/A
	Simply Gym	Health and fitness gym	Private Sector	N/A
South	Phoenix Sports and Leisure Centre	Health and fitness gym, fitness studio, sports hall (8 courts), outdoor netball courts, grass pitches, artificial turf pitch, national BMX track	Telford & Wrekin Council (joint use site with The Langley School)	Sport England England Netball Rugby Football League British Cycling Wrekin BMX Club Langley School
	Abraham Darby Leisure Centre	Swimming pool, health and fitness gym, sports hall, fitness studio, grass pitches	Telford & Wrekin Council	Abraham Darby Academy
	Stirchley Recreation Centre	Health and fitness gym, fitness studio, grass pitches	Telford & Wrekin Council	The Park School
	Telford Ski Centre	Dry ski slope, grass pitches	Telford & Wrekin Council	Telford Sports and Recreation Partnership
Newport	Newport Swimming Pool	Swimming pool, health and fitness gym	Telford & Wrekin Council	N/A

Map 10 Leisure facilities
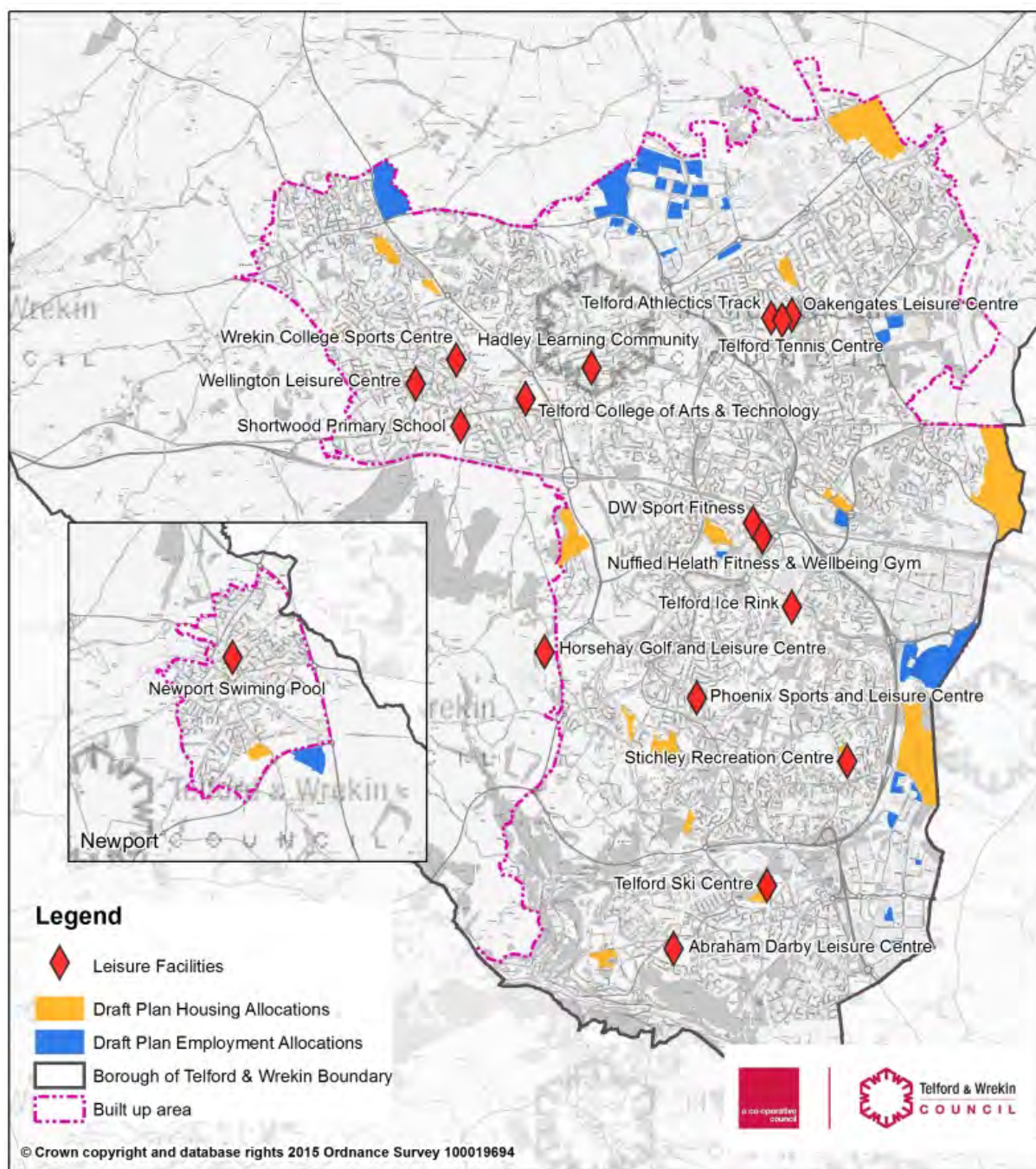
Sports halls

3.174 A total of 18 sports halls are located in the borough across 15 sites as shown in the table below:

Table 42 Sports halls

Site	Type	Year Built	Year Refurbished
Abraham Darby Sports and Leisure Centre	Main	2012	N/A
Adams Grammar School	Main	2003	N/A
Blessed Robert Johnson Catholic College	Main	2004	N/A
Charlton School	Main	2003	N/A
Charlton School	Activity	2003	N/A
Ercall Wood Technology College	Main	2014	N/A
Hadley Learning Community	Main	2007	2012
Harper Adams University College	Main	2004	2014
Madeley Academy	Main	2009	N/A
Oakengates Leisure Centre	Main	1972	2014
Phoenix Leisure Centre	Main	2013	N/A
Stirchley Recreation Centre	Main	1973	Rebuilt in 2015 (The Park School)
Telford College of Arts and Technology	Main	2005	N/A
The Burton Borough School	Main	2004	N/A
The Burton Borough School	Activity	2004	N/A
Thomas Telford School	Main	1992	2010
Wrekin College Sports Centre	Main	1991	N/A
Wrekin College Sports Centre	Activity	1991	N/A

Swimming Pools

3.175   There are nine swimming pools in the Borough which are listed below:

Table 43 Swimming pools

Site	Year Built	Year Refurbished
Abraham Darby Sports and Leisure Centre	2012	NA

Site	Year Built	Year Refurbished
DW Fitness (Telford)	2006	NA
Hadley Learning Community	2007	NA
Newport Swimming Pool	1968	2010
Oakengates Leisure Centre	1972	2009
Telford Fitness and Wellbeing Centre	2001	NA
Telford Hotel and Golf Resort	1981	NA
Wellington Civic and Leisure Centre	1981	2007
Wrekin College Sports Centre	2004	NA

Playing pitches

3.176 A significant proportion of pitch provision is located on education sites and managed accordingly presenting community access issues. The Council has gone some way to address addressed this through its Building Schools for the Future programme however this problem continues to exist as greater autonomy passes to schools (e.g. Academy programme).

3.177 The Council is currently updating its 2012 Playing Pitch Strategy which assesses the need and demand for grass and artificial pitches for the following sports: football, rugby union, rugby league, cricket and hockey. It identifies the future needs for these individual sports, as well as an overall standard for playing fields in the borough.

3.178 There are 192 football pitches of differing types: adult/ senior, youth/ junior and mini across Telford & Wrekin.

3.179 There are 18 cricket pitches across the borough and 4 artificial turf wickets. There are no pitches in Central Telford and only one pitch in South Telford and two in North Telford. Wellington has the most number of pitches closely followed by Newport.

3.180 There are 11 senior rugby union pitches in Telford & Wrekin which accommodate a total of 27 youth and mini/midi pitches. These are a similar proportion of senior, youth and mini/midi.

3.181 There is one 3G pitch in Telford that accommodates competitive play and training for rugby League. This is based at Phoenix Sports and Leisure Centre.

3.182 There are 10 full sized artificial grass pitches (AGPs) and 3 smaller AGPs. There is adequate AGP provision in Telford & Wrekin to accommodate competitive hockey. There is one hockey club which currently use St George's Sports & Social Club.

Role of the Council

3.183 The Council has a number of strategies in place which guide future delivery and development of the service as a whole.

3.184 These include the Telford & Wrekin Sport & Leisure Facilities Framework 2007-2027 which provides a strategic framework for the provision of built sports and leisure facilities across the borough. The strategy proposed the need for sport and leisure to operate around a 'hub' concept encompassing both schools and community based provision to drive footfall, income and participation. This concept has been adopted by the Council and delivered through its Building Schools for the Future programme.

3.185 Recommendations for other future facility provision were identified according to 'hub' sites and included:

Table 44 Future leisure capacity

Hub Site	Facilities	Status
Newport	New pool and additional teaching pool	Partial completion - existing pool refurbishment
	Adult and junior gym	Complete
	Movement and dance space	Not started
Oakengates Leisure Centre	Refurbish existing sports hall and pool	Complete
	Adult and junior gym	Complete
	Improve athletics track	On-going
	Improve grass pitches	Partial completion
	Retain synthetic turf pitch	Complete
Wellington Civic Leisure Centre	Upgrade existing facilities (changing rooms)	Complete
	Additional teaching pool	Not started
	Adult and junior gym	Complete
Stirchley and Phoenix	New/ refurbished sports hall	Complete
	New/ refurbished squash courts	Feasibility stage
	Adult and junior gym	Complete
	Dedicated martial arts space	Feasibility stage
Madeley	New sports hall and associated changing	Complete
	New dance studio	Complete
	Health and fitness provision	Complete
	Improved outdoor playing pitches	Complete
	New artificial turf pitch	Complete

Leisure infrastructure planning issues

3.186   Although Telford is similar to the national average in terms of participation according to the Sport England Active People Survey, participation levels amongst hard-to-reach groups are very healthy due to the number of successful projects commissioned and delivered by Leisure Services. As such, activity levels amongst girls and women and disabled groups has grown significantly over the last few years.

3.187   National Governing Bodies for the main indoor sports have been consulted to determine their current and future facility requirements, this was conducted as part of the Leisure Facilities Framework and refreshed in 2010 when Oaks Consultancy was commissioned to identify the priority sports for Telford & Wrekin. The Oaks Report was done in conjunction with with leisure, health and education partners and appraised fifty National Governing Bodies and their individual ability to deliver successful and measurable outcomes in relation to Telford & Wrekin's strategic objectives for sport and physical activity. Five sports were identified as being 'complete' sports: football; swimming; exercise movement and dance; cricket; basketball and athletics (includes informal road running). Four sports were also identified as having the greatest potential to further develop and grow participation in the borough. These were: rugby league; tennis; table tennis and rounders.

3.188   The above mentioned studies and evidence base for leisure has informed the constraints and opportunities in the table below.

Table 45 Indoor and built facilities - constraints and mitigating measures

Constraints	Mitigating Measures
Possible loss of facilities – housing development on community sites and previous school sites could result in the loss of sports hall and playing pitches	**Building Schools for the Future** – the relocation of schools gives opportunities to develop new leisure facilities including sports halls and playing pitches and replace ageing stock
Ageing Stock – some built facilities in the Borough, especially facilities at Newport and Oakengates, might need refurbishment within the plan period due to their age (IBF)	**External funding** – Government funding for facility improvement driven through Sport England and National Governing Bodies for Sport create opportunities to enhance existing funding pots to improve infrastructure
Physical Facility Designs – some facilities are constrained and unable to expand due to the physical site and facility design	**Increasing Population** – provides opportunities for increasing participation in sports and additional revenue streams to support sustainability of leisure facilities

Local Plan leisure infrastructure requirements

3.189   Local Plan Policy COM1 requires development to preserve existing leisure facilities and sustain, enhance and provide new facilities to meet demand arising from new development. Any developments and decisions affecting leisure provision should also adhere to Sport England planning objectives and the associated planning principles which include:

1. *To prevent the loss of sports facilities and land along with access to natural resources for sport*
2. *To ensure that the best use is made of existing facilities in order to maintain and provide greater opportunities for participation and to ensure that the facilities are sustainable*
3. *To ensure that new sports facilities are planned for and provided in a positive and integrated way and that opportunities for new facilities are identified to meet current and future demands for sporting participation.*

Indoor and built facilities

3.190   In June 2015, Telford & Wrekin Council commissioned Sport England to assess the current (2015) and future (2031) supply and demand for sports halls and swimming pools, using the Sport England Facilities Planning Model. The findings of these two reports are set out below.

3.191   Sport England's Provision for Swimming Pools indicates that in 2015, demand for pools exceeds supply, and although there is a general decline in demand between 2015 and 2031, the growth in population increases the supply/demand deficit. In 2031, there is an increase in unmet demand in the housing growth areas, especially around South Telford.

3.192   Overall, utilisation of pools in 2015 and 2031 is higher than the nominal recommended comfort level, although there is a decline in utilisation at Newport and Wellington pools due to their low attractiveness as a result of their age.

3.193   The report suggests an evaluation of opening hours and programming may go some way to accommodate current and future demand. Further investment in Newport and Wellington pools to increase their attractiveness weighting in 2031 will also help address the supply/demand deficit in 2031.

3.194   Local knowledge indicates open swim sessions across all Council owned pool sites are not full to capacity so the Council will explore maximising usage of existing facilities to accommodate demand as a priority. In addition, the Council will work with partners and developers on the feasibility of a leisure pool in Central Telford.

3.195   Sport England's Provision for Sports Halls (June 2015) indicates there is heavy reliance on community access to education venues, but overall a positive supply and demand balance in 2015 of 2.31 courts. Although demand satisfied declines slightly in 2031, compared with the facility planning model average, Telford & Wrekin is still well supplied with sports halls in 2031.

3.196   The attractiveness weights of all facilities decline between 2015 and 2031 due to their age. Sites particularly affected are Oakengates, Harper Adams, TCAT, Burton Borough, Thomas Telford and Wrekin College.

3.197   Utilisation of facilities increases in 2031, particularly around Ironbridge, and the report suggests methods to increase capacity of halls or redistribute use across halls, particularly in the South, should be explored. The replacement/ refurbishment of sports halls by 2031 will also need to be considered as part of any future strategy work.

3 Infrastructure Planning

Playing pitches

3.198   The Consultation draft Playing Pitch Strategy 2015 (PPS) covers all outdoor sports pitches within the Borough and provides a strategic framework for the current and future provision of pitches (grass and artificial) as well as providing a clear evidence base to inform future decision making in respect of playing pitches. The vision for the 2015 PPS is: 'To ensure there will be a range of outdoor sports facilities to benefit all residents in Telford and Wrekin, resulting in an increase in participation in sport and physical activity both now and in the future'.

3.199   The playing pitch strategy focuses on the quality of existing pitches over quantity. Therefore the main focus will be to improve existing pitches (playing quality and changing provision) where possible. Developer contributions will be sought to enhance existing facilities if a clear relationship between the development and an increased pressure on a facility can be demonstrated.

Football infrastructure

1. Future pitch deficiencies for mini soccer and junior / youth football
2. Future demand expected in areas of housing growth North and Central Telford with adjoining areas of Wellington
3. Improved quality standards of pitches are required to accommodate current and future use
4. Maintenance is an issue and needs to be increased / improved in order to raise the quality of pitch provision, however there are limited budgets to address this.
5. Some spare capacity should be retained in order to protect quality and accommodate latent and future demand
6. Area analysis of pitches with secured community use highlights limited capacity in Newport (youth and mini pitches); South Telford (senior, youth and mini - no mini pitches in South Telford); North Telford (youth) and Wellington (Mini)

3.200   The above infrastructure capacity issues will be addressed through a range of measures including:

- *Maximise use of sites (both grass and artificial):*

  - Transfer play on sites which are played to capacity or overplayed to alternative venues which are not operating at capacity or are not currently available for community use.
  - Work to accommodate displaced, latent and future demand especially junior football and mini soccer in Newport, all types of provision in South Telford and future housing (growth) areas in North and Central Telford with adjoining areas of Wellington.
  - Consider reconfiguring pitches to mini and youth pitches in order to meet future demand.
  - Work with identified schools to maximise and secure community access.
  - Develop partnership and/or lease arrangements with large sustainable clubs to manage their own 'home' sites.
  - Work with partners and league to accommodate training and competitive play on artificial pitches.
  - Encourage other artificial pitch owners to make their facilities available for community use at peak times.

- *Improve quality of provision:*

- Where pitch sites are assessed as standard or poor quality, review maintenance regimes and secure sufficient funding to ensure it is of an appropriate standard to improve pitch quality.
- Prioritise sites for the FA pitch advisory scheme.
- Improve ancillary provision.
- Encourage and facilitate partners to access external funding to increase and improve facility provision.
- Ensure financial provision is made to maintain artificial pitch quality in the long-term including technical checks and replacement funds.

- *Focus future investment around multi-pitch and hub sites:*

  - Prioritise improvement around multi-pitch and strategic hub sites (i.e. leisure centres). Consider future value of one/two pitch sites which are considered low value to football and where appropriate reinvest into the development of central venue sites and hub sites.
  - Explore additional artificial pitch provision in South Telford, linked to existing grass pitch site, giving consideration to stadia 3G to support lack of national league standard provision.

Cricket infrastructure

1. There is not enough capacity to meet current and future demand. Additional wickets / pitches required to accommodate need.
2. There is no community cricket provision in Central Telford and limited provision in South Telford.
3. 50% of cricket provision is deemed to be overused. Some of this occurs in two areas where this is the only cricket provision Madeley Cricket Club (South) and St Georges Cricket Club (North).
4. Future demand expected in areas of housing growth North and Central (with adjoining areas of Wellington).

3.201 The above infrastructure capacity issues will be addressed through a range of measures including:

- *Increase the number of new pitches:*

  - Protect current levels of provision and seek to provide new fine turf or artificial pitches to meet unmet demand.
  - Ensure any facilities developed support opportunities for women's and girl's competitive cricket.
  - Support clubs to develop and improve 'off pitch' practice facilities
  - Prioritise sites where there is overuse to ensure support to accommodate demand.
  - Develop partnership and/or lease arrangements with large sustainable clubs to manage their own 'home' sites.
  - Increase and secure access to existing educational provision

- *Endorse the use of artificial turf wickets for competitive matches:*

- Protect dedicated artificial wickets to service formal and informal cricket on public sites.

Rugby Union infrastructure

1. There is no spare capacity and significant overuse on all rugby union grass pitches (Newport, Telford Hornets and Harper Adams)
2. There is potential spare capacity at Abraham Darby
3. Spare capacity currently exists on Artificial Grass Pitches but pitches are currently not World Rugby compliant therefore cannot accommodate Rugby Union training and competitive play

3.202   The above infrastructure capacity issues will be addressed through a range of measures including:

- *Improve the quality of pitches, pavilions, floodlighting and parking:*

  - Improve the quality of pitches through improved drainage and better maintenance.
  - Improve quality of ancillary facilities.
  - Support clubs in accessing/ purchasing own maintenance equipment and undertaking necessary training to ensure a robust maintenance schedule is undertaken and implemented.

- *Increase/ secure access to existing educational provision:*

  - Work with clubs to ensure long-term (30-40 years) leases are in place.
  - Work with education providers to maximise access to secondary school and academy facilities to address current and future demand and develop school/ club links.

- *Increase the number of new pitches:*

  - Ensure all clubs have access to dedicated training areas.

Rugby League infrastructure

1. Spare capacity exists on the Artificial Grass Pitches at Phoenix. The club have expressed the need for grass pitch provision in order to develop and grow the club.

3.203   The above infrastructure capacity issues will be addressed through a range of measures including:

- *Maintain access to existing provision:*

  - Work with National Governing Body to ensure priority sites are protected and quality sustained.
  - Ensure financial provision is made to maintain 3G quality in the long-term.
  - Work with club to identify funds to further improve facilities on Phoenix site.

- *Work towards increasing provision (grass) to increase participation:*

- Identify new or existing grass provision which could be utilised for Rugby League.

Hockey infrastructure

1. There is adequate Artificial Grass Pitches provision in the borough to accommodate competitive hockey.

3.204   The above infrastructure capacity issues will be addressed through a range of measures including:

- *Maximise access to existing provision:*

  - Work with National Governing Body to ensure priority sites are protected and quality sustained.
  - Work with education providers to maximise access to secondary school and academy facilities to address current and future demand.

- *Improve the quality of existing provision:*

  - Ensure financial provision is made to maintain quality in the long-term, including technical checks and replacement funds.

Active Design Principles

3.205   Active Design 2015, developed by Sport England and supported by Public Health England, provides a set of principles for creating the right conditions within existing and proposed development for individuals to be able to lead active and healthy lifestyles. The design and master planning of development proposals will embrace the role they can play in supporting healthy lifestyles by facilitating participation in sport and physical activity. To do so, they will as far as is relevant to the specific development proposal, adhere/ embrace the following Active Design Principles:

1. **Activity for All** – enabling those who want to be physically active whilst encouraging those who are inactive to become active
2. **Walkable communities** – creating conditions for active travel between all locations
3. **Connected walking, running and cycling routes** – prioritising active travel through safe integrated walking, running and cycling routes
4. **Co-location of community facilities** – creating multiple reasons to visit a destination and minimising the number and length of trips and increasing the awareness and convenience of opportunities to participate in sport and physical activity.
5. **Network of multifunctional open space** – providing multifunctional spaces opens up opportunities for sports and physical activity and has numerous wider benefits
6. **High quality streets and spaces** – well designed streets and spaces support and sustain a broader variety of users and community activities.
7. **Appropriate infrastructure** – providing and facilitating access to facilities and other infrastructure to enable all members of society to take part in sport and physical activity.

8. **Active buildings** – providing opportunity for activity inside and around buildings, rather than just between buildings.
9. **Management and maintenance** – a high standard of maintenance is essential to ensure the long-term attractiveness of sports facilities along with open and public spaces.

Closing the funding gap

3.206   The total costs for projects identified in the Infrastructure Delivery Schedule, for the first five years of the Local Plan is £10m. Leisure Services has secured £3.3m of funding towards projects identified for delivery in the first five years of the Local Plan, leaving a residual gap of 6.9m. In addition to this Leisure Services has £1.1m of expected funding which, if successful, would leave a residual funding gap of £5.8m to be met through a mix of additional funding bids, Council funding and developer contributions. The strategy of the Council is to focus investment on refurbishing and expanding existing facilities where possible to help achieve economies of scale in running costs and reduce the need for large scale capital investment.

3.207   Beyond the first five years of the Local Plan project costs of £10.2m have been identified. The majority of these costs (£4m) are through the development of a leisure pool facility within Central Telford and is expected to come forward through private sector investment. The remaining £6m of project costs are expected to be met through bids to National Governing Bodies, Council funding and developer contributions.

Leisure infrastructure schedule

Table 46 Infrastructure Schedule - Leisure

Time frame	Project priority	Infrastructure type / project	Estimated costs	Secured funding to date *(Pipeline bids)*	Estimated funding gap	Potential funding source	Delivery agency
0-5 years	Desirable	**Telford Athletics Track** Resurfacing the track at Oakengates, linked to Telford Athletics Club. Potential to build a spectator stadium	£500,000	Discussions with sports partners taking place to explore funding opportunities for further capital work	£500,000	British Athletics, Sport England, T&W Council, Developer contributions	Telford & Council
0-5 years	Desirable	**Gymnastics Development Centre** Gymnastics Development Centre linked to Park Wrekin Gymnastics Club (existing Charlton School site)	£150,000	£75,000 (Park Wrekin Gymnastics funding)£75,000 Sport England	£0	Sport England, British Gymnastics	Park Wrekin Gymnastics
0-5 years	Desirable	**Madeley Football Hub (Ski centre - South)** Strategic hub site – 3 adult pitches. Development of new AGP and improvements to remaining grass pitches. New changing provision and car parking.	£1,500,000	*£900k (unconfirmed through Section 106 and BSF)*	£1,500,000	Football Foundation Council Developer contributions	Telford & Wrekin Council

Time frame	Project priority	Infrastructure type / project	Estimated costs	Secured funding to date (Pipeline bids)	Estimated funding gap	Potential funding source	Delivery agency
0-5 years	Desirable	**Fitness/ Dance Studio at Oakengates** New fitness and dance space to be built to enhance existing offer at Oakengates Leisure Centre.	£750,000	£0	£750,000	Sport England, T&W Council, Developer contributions	Telford & Wrekin Council
0-5 years	Desirable	**Gym Expansion at Wellington** Increase the size of gym facilities at Wellington Leisure Centre to meet increased demand.	£300,000	*£200k bid to Council's invest to save programme*	£300,000	T&W Council, Developer contributions	Telford & Wrekin Council
0-5 years	Desirable	**Shukers Field (Newport)** Key community site – 2 adult pitches, 3 youth/ junior pitches and 1 mini pitch. Improve pitch quality and drainage. Improvements to changing provision and new storage required.	£400,000	£220,000	£180,000	Sport England Protecting Playing Fields Fund Council Developer contributions	Telford & Wrekin Council

Time frame	Project priority	Infrastructure type / project	Estimated costs	Secured funding to date *(Pipeline bids)*	Estimated funding gap	Potential funding source	Delivery agency
0-5 years	Desirable	**Newport Salop Rugby Club (Newport)** Key community site – 4 adult rugby pitches. Improve quality and drainage on all 4 pitches. Additional set of floodlights required for training.	£600,000	£0	£600,000	Sport England Protecting Playing Fields Fund Council Developer contributions	Telford & Wrekin Council
0-5 years	Desirable	**Norbroom Park (Newport)** Key community site – 1 adult pitch. Improve pitch quality and drainage.	£100,000	£0	£100,000	Sport England Protecting Playing Fields Fund Council Developer contributions	Telford & Wrekin Council
0-5 years	Desirable	**St Georges Sports and Social Club (North)** Strategic hub site – 1 youth/ junior pitch and 1 mini pitch. 2 cricket pitches (15 and 7 grass wickets). 1 AGP. Improve football pitch quality. Need more cricket pitches/ wickets. Replace AGP carpet for hockey.	£340,000	£0	£340,000	Sport England Protecting Playing Fields Fund Council Developer contributions	Telford & Wrekin Council

Time frame	Project priority	Infrastructure type / project	Estimated costs	Secured funding to date *(Pipeline bids)*	Estimated funding gap	Potential funding source	Delivery agency
0-5 years	Desirable	**Madeley Cricket Club (South)** Key community site – 1 cricket pitch and 13 grass wickets. Need new pitches/ wickets and improve ancillary provision.	£150,000	£0	£150,000	Sport England Protecting Playing Fields Fund Council Developer contributions	Telford & Wrekin Council
0-5 years	Desirable	**The Hem (South)** Key community site – 2 adult pitches plus changing provision.	£750,000	£750,000	£0	Sport England Protecting Playing Fields Fund Council Developer contributions	Telford & Wrekin Council
0-5 years	Desirable	**OD Murphy/ Orleton Lane (Wellington)** Key community site – 1 youth/ junior pitch. Site to be developed to provide 3 adult pitches, 1 mini pitch and changing provision.	£850,000	£850,000	£0	Sport England Protecting Playing Fields Fund Council Developer contributions	Telford & Wrekin Council

Time frame	Project priority	Infrastructure type / project	Estimated costs	Secured funding to date (*Pipeline bids*)	Estimated funding gap	Potential funding source	Delivery agency
0-5 years	Desirable	**Malinslee Playing Fields (Central)** Key community site – 3 adult pitches and 2 youth/junior pitches. Improve drainage and pitch maintenance to improve capacity. New changing provision.	£750,000	£0	£750,000	Sport England Protecting Playing Fields Fund Council Developer contributions	Telford & Wrekin Council
0-5 years	Desirable	**Phoenix Sports Centre (old site - Central)** Strategic hub site – 1 adult pitch, 1 youth/junior pitch and 1 mini pitch. Improve pitch quality. Create new changing and car parking provision. Maintenance regime to established.	£750,000	£750,000 Developer contributions through BSF programme	£0	Developer contributions Building Schools for the Future programme	Telford & Wrekin Council
0-5 years	Desirable	**Newdale (Central)** Key community site – 2 adult pitches, 1 youth/ junior and 12 mini pitches. New changing and parking provision.	£950,000	£600,000 Developer contributions	£350,000	Sport England Protecting Playing Fields Fund Council Developer contributions	Telford & Wrekin Council

Time frame	Project priority	Infrastructure type / project	Estimated costs	Secured funding to date (*Pipeline bids*)	Estimated funding gap	Potential funding source	Delivery agency
0-5 years	Desirable	**Telford Hornets (Central)** Key community site – 4 adult rugby pitches. Improve pitch quality and drainage on all 4 pitches. Upgrade ancillary provision.	£550,000	£0	£550,000	Sport England Protecting Playing Fields Fund Council Developer contributions	Telford & Wrekin Council
0-5 years	Desirable	**Broadoaks Playing Fields (North)** Key community site – 2 adult and 2 youth/ junior pitches. Improve pitch quality to accommodate large scale events and create changing provision.	£840,000	£0	£840,000	Sport England Protecting Playing Fields Fund Council Developer contributions	Telford & Wrekin Council
5-10 years	Desirable	**Stirchley Recreation Centre (Central)** Strategic hub site – 3 adult pitches, 3 youth/junior pitches and 4 mini pitches. Improve quality/drainage and maintenance on all pitches. New storage facilities on-site.	£600,000	£0	£600,000	Sport England Protecting Playing Fields Fund Council Developer contributions	Telford & Wrekin Council

Time frame	Project priority	Infrastructure type / project	Estimated costs	Secured funding to date (Pipeline bids)	Estimated funding gap	Potential funding source	Delivery agency
5-10 years	Desirable	**Fitness/ Dance Studio at Newport** New fitness and dance space to be built to enhance existing offer at Newport Swimming Pool.	£750,000	£0	£750,000	Sport England Council Developer contributions	Telford & Wrekin Council
5-10 years	Desirable	**Leisure Pool in Central Telford** Explore new leisure pool provision as part of Southwater master plan offer.	£4,000,000 (private sector funding - not included within funding gap)	£0	£0	T&W Council, Developer contributions, Private sector	Private Sector / Telford & Wrekin Council
5-10 years	Desirable	**Closed Circuit Cycle Track** New 1km closed circuit cycle track linked to Newport Cycle Club at Burton Borough School	£1,000,000	*£100k bid for funding from British Cycling and Sport England. Commitment in principle for project secured from British Cycling*	£1,000,000	British Athletics,Sport England, T&W Council, Developer contributions	Telford & Council

Time frame	Project priority	Infrastructure type / project	Estimated costs	Secured funding to date (*Pipeline bids*)	Estimated funding gap	Potential funding source	Delivery agency
5-10 years	Desirable	**Squash Facility** New squash facilities to be explored to replace courts at Stirchley Recreation Centre.	£750,000	£0	£750,000	England Squash and Racketball, Sport England, T&W Council, Developer contributions	Telford & Wrekin Council
5-10 years	Desirable	**Ketley Bank (North)** Key community site – 2 adult pitches and 1 youth/ junior pitch. Improve pitch quality and ancillary provision.	£300,000	£0	£300,000	Sport England Protecting Playing Fields Fund Council Developer contributions	Telford & Wrekin Council
5-10 years	Desirable	**Oakengates Leisure Centre (North)** Strategic hub site - 3 adult pitches and 1 mini pitch. 1 AGP. Improve grass pitch quality, drainage and maintenance on all pitches. Maximise use of pitch inside athletics track. Moveable goals and technical assessment of AGP.	£360,000	£0	£360,000	Sport England Protecting Playing Fields Fund Council Developer contributions	Telford & Wrekin Council

Time frame	Project priority	Infrastructure type / project	Estimated costs	Secured funding to date (*Pipeline bids*)	Estimated funding gap	Potential funding source	Delivery agency
10-15 years	Desirable	**Pool Refurbishment at Newport** Refurbish swimming pool at Newport.	£1,000,000	£0	£1,000,000	Sport England, T&W Council, Developer contributions	Telford & Wrekin Council
10-15 years	Desirable	**Pool Refurbishment at Wellington** Refurbish swimming pool at Wellington Leisure Centre.	£1,000,000	£0	£1,000,000	Sport England, T&W Council, Developer contributions	Telford & Wrekin Council
10-15 years	Desirable	**Sports Hall Refurbishment at Oakengates** Full refurbishment of sports hall at Oakengates Leisure Centre.	£500,000	£0	£500,000	Sport England, T&W Council, Developer contributions	Telford & Wrekin Council
		Total	**£16,490,000 (does not include £4m for Leisure Pool as this will be met through private sector)**	**£3,320,000**	**£13,170,000**		

3.2.5 Community Facilities and Cultural Spaces

Table 47 Overview - Community Facilities and Cultural Spaces

Subject description	Community facilities and cultural spaces perform a wide variety of functions which help underpin and support the sustainable development of communities. In the context of this Infrastructure Delivery Plan community facilities and cultural spaces include, for example, cemeteries to cinemas and libraries to community meeting places.
Supporting infrastructure	• General facilities such as community centres and halls • Cinemas and performance spaces • 7 cemeteries and 2 crematoria • 9 libraries
Key infrastructure providers / stakeholders	• Telford & Wrekin Council • Town and Parish Councils • Local churches groups • Voluntary groups • Sporting groups • Commercial operators • Ironbridge Gorge Museum Trust
Evidence base - key documents / methodology	• Web based research • Contact with internal consultees within the Council • Contact with Parish and Town Councils
Supporting Local Plan policies	• Policy COM 1 - Community facilities • Policy COM 2 - Culture • Policy EC 6 - Market Towns and District Centres • Policy EC 7 - Local Centres and rural services • Policy EC 8 - Evening and night-time economy
Funding summary	Community facilities are by their definition predominantly managed and maintained by the community be it through the Council, Parish and Town Councils or voluntary groups, which seek a wide base of support for the provision of facilities. Some infrastructure such as cinemas are owned and operated as private businesses and therefore provision is market led.

Community facilities and cultural spaces infrastructure context

Community centres and halls

3.208   Community centres and halls are public locations where members of a community can gather for group activities, social support and public information. They may sometimes be open for the whole community or for a specialised group within the wider community such as faith based groups, or facilities serving a specific age group such as a youth club. Community centres and halls perform the following functions in Telford & Wrekin:

- They are venues for public meetings including events held by the borough's Town and Parish Councils;
- They are places where community members meet each other socially and for community celebrations;
- They house local clubs and volunteer groups; and
- They provide places which some members of the community can rent cheaply when a private family function is too big for their own home.

3.209   There is a network of community centres and facilities across the borough. These include:

- Five multi use community centres run by the Council at Brookside, Leegomery, Watling Street, Donnington Wood and Sutton Hill;
- Most Parish and Town Councils have their own meeting spaces including community halls and cultural spaces;
- Other facilities are owned and operated by voluntary groups such as the scouts and registered providers such as the Wrekin Housing Trust;
- Many local churches let out space for faith based groups or for use by other users (for example, child care).

3.210   There are other buildings which provide space for people and local clubs to meet informally such as sports clubs and public houses. Some commercial centres provide space for specific groups to meet (for example, The International Centre in Telford markets itself for Asian weddings across the West Midlands).

3.211   This overview of the borough demonstrates that these facilities are managed by a number of for profit and not for profit bodies. No audit of the borough's stock has been undertaken.

3.212   The Council does not have a statutory function to provide community facilities but does provide some consistent with its commitment to support local communities as a co-operative Council. Much of the community infrastructure provided during the formation of the New Town has been taken on and managed by the Council.

Cinemas, performance spaces and conference venues

3.213   The borough has a number of centres used for the arts, entertainment and cultural exhibitions:

- The cluster of heritage centres around Ironbridge, Madeley and Coalbrookdale (The Museum of the Gorge, The Museum of Iron, Blists Hill Victorian Town, The Iron Bridge, Jackfield Tile Museum, Coalport China Museum, Darby Houses);
- The International Centre in Telford provides over 15,000m2 of event space;
- A 650 seat theatre at The Place, Oakengates;
- Two commercial cinemas in Telford (The Odeon and Cineworld);
- Smaller scale cultural events are held in local venues such as the Little Theatre, Donnington and the Belfry, Wellington;
- Other public spaces are used for concerts such as Telford Town Park and The International Centre in Telford ;
- Other private sector venues hold events for bands and comedians.

3.214   This infrastructure is largely provided and managed by commercial providers.

3.215   The Council commissioned White Young Green to prepare a "Retail & Leisure Capacity Study and Health Check" in (2013) to assess the borough's various centres' performance and to inform the policies of the Telford & Wrekin Local Plan. The study found that the borough performs satisfactorily overall with regard to its commercial leisure offer. Telford Town Centre performs particularly well whereas the study confirmed that the Market Towns of Newport and Wellington would both benefit from additional representation from the leisure sector.

3.216   The Council is both a provider of performance space and supports others to do so too, for example, in Big Heritage Lottery bids. It also seeks the borough's neighbourhoods by helping to promote one off events, such as the annual Wellington Literary Festival, the Wrekin Barrel Race, the Coracle Regatta, the World Heritage Festival, the Oakengates Carnival and The Newport Nocturne. The Council's Arts & Culture team is one of the largest in the country.

Libraries

3.217   The Council is legally obliged to provide a municipal library service under the Public Libraries and Museums Act 1964. There are nine municipal libraries in the borough located at:

- Dawley;
- Donnington;
- Hadley;
- Madeley;
- Newport;
- Oakengates;
- Southwater;
- Stirchley; and
- Wellington.

3.218   The Council also runs a mobile library serving the rural area and a home library service for anyone who finds it difficult through age, disability or responsibility of caring for someone else to use their local library. This is serviced by volunteers. 96.1% of the borough's population live within two miles (3.2 km) of a library. The Council manages these facilities and does so in connection with other services (for example, a Costa Coffee bar in Southwater, Wellington sports centre and The Place theatre at Oakengates).

Map 11 Community facilities and cultural spaces in Telford
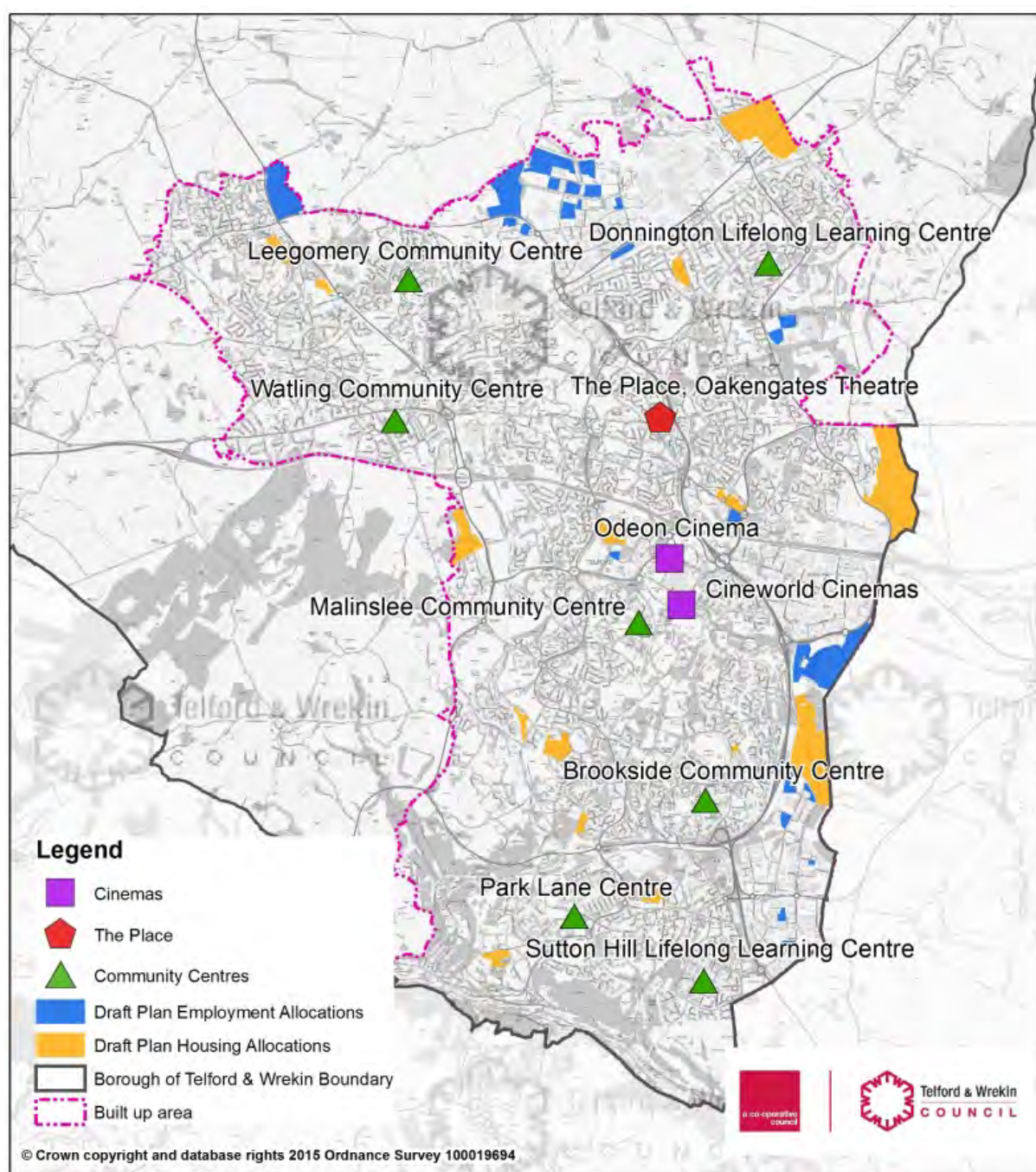
Cemeteries and crematoria

3.219   Apart from their primary role as places to bury / cremate the dead, cemeteries also form part of the borough's green infrastructure, with ecological and biodiversity value as well as providing opportunities for informal recreation including as sitting out spaces.

3.220   There are seven cemeteries in the borough, which are managed by a number of providers. Three are operated by Telford & Wrekin Council at Wellington, Castle Green (Ironbridge) and Wombridge. There are allocated sections within each of these for Catholic

burials and Wellington has a section for Muslim burials. Newport Town Council runs a cemetery at Audley Avenue in Newport and Hadley and Leegomery Parish Council operates a cemetery in Hadley. There are also two church owned cemeteries.

3.221   There are two crematoria that serve the borough's needs. One is in Telford and the other at Emstrey within Shrewsbury (Shropshire Council).

3.222   There is no national standard for the provision of cemetery provision. Indeed, there is no statutory duty for the Council to provide burial facilities. Local authorities are defined as burial authorities and given the power to provide cemeteries by virtue of the Local Government Act 1972. As Telford & Wrekin Council provides burial facilities, its activities are governed by the Local Authorities' Cemeteries Order 1977.

Community facilities and cultural spaces infrastructure planning issues

Table 48 Constraints and Mitigating Measures

Constraints	Mitigating Measures
Reduction in funding - future pressure on public expenditure will affect the ability of public bodies such as the Council to deliver current levels of community infrastructure.	**New ways of working -** increased footfall associated with a growing population presents opportunity for more usage / fee income from new residents. There is an opportunity to capitalise on existing community capacity to maintain and improve existing community facilities.
Ageing population - larger numbers of older people with more leisure time are likely to need services catering to their needs outside of traditional peak period provision.	**Development of new services** - community organisations have access to a broad range of Big Lottery Fund support for their future growth and improved use.
Viability of development - historically low land values for housing present challenges to raise land values to support community infrastructure on new estates. As a result, many developers will consider that the provision of community infrastructure associated with new development is not viable relative to other requirements such as the provision of affordable housing.	**Scale of development -** new communities are proposed at Muxton and Priorslee which will be of certain scale to require the provision of onsite facilities. **Cumulative development** - the Infrastructure Delivery Plan provides the opportunity to identify and align the needs of public sector and not for profit sector providers to deliver new or improved public sector facilities at reduced cost.
Phasing of development - many developers on major schemes will wish to deliver community infrastructure at a later stage of the development of a site whereas early provision is crucial to help promote community	**Phasing of infrastructure -** when planning applications come forward the optimum time to improve the quality and capacity of community infrastructure should be identified to support the growth of a community without it being under utilised over a lengthy period.

Constraints	Mitigating Measures
development and neighbourhood management.	
Meeting modern leisure needs - our historic centres of Wellington and Newport do not provide many sites suitable for major new leisure centres.	**Working to an areas strengths -** traditional town centres have sought to distinguish themselves by providing a different offer to the likes of Telford Town Centre. Wellington has focused on its literary connections, market and opportunities for leisure walkers due to its close proximity to the Wrekin. Newport has sought to distinguish itself through events such as the Newport Nocturne and its role as a medieval Market Town.
Maintenance of existing infrastructure - Council owned facilities such as the Place are likely to need new investment in infrastructure over the life of the Local Plan.	**Growth in usage -** a growing and an ageing population will bring more custom in for The Place and generate more opportunities for income generation.
Lifestyle changes - the development of new technologies and subsequent lifestyle changes have affected the patronage of community facilities for example, libraries which have seen a reduction in book loans.	**Adapting services** - Good IT and broadband connections make libraries good venues for other public services (for example, accessing government services online and teaching older people to use the Internet). Libraries also offer an e-book service which has offset the reduction in traditional loans.

Local Plan community facilities and cultural spaces infrastructure requirements

Community facilities and halls

3.223   In the absence of an audit of community facilities, it is not possible to assess the community infrastructure requirements for the borough over the long term. The Local Plan responds to this uncertainty in the following ways:

- It gives protection to existing social infrastructure (Policy COM1 Community facilities) in the context of a growing and ageing population.
- Policy COM1 Community facilities also requires developers to take account of the capacity of existing social infrastructure when planning new development such that, where the case has been demonstrated, a developer would be required to upgrade an existing facility or provide a new facility to meet the emerging community needs.
- On larger site allocations (for example H1 and H2 – Muxton and Priorslee which will help deliver Policy HO2), the Council will require development to provide community infrastructure as part of the development proposal so that they are delivered as sustainable urban extensions capable of providing a mix of uses.

3.224   It is likely that new facilities will be managed in partnership with community groups that may be willing to take on long term management of buildings. Such an arrangement is proposed at the Miller Homes development at Priorslee where a not for profit body is being sought to run community facilities, open space and new allotments.

Cinemas and performance spaces

3.225   The provision of new commercial leisure facilities will be delivered by private sector partners if there is a viable market. The Local Plan has a number of policies which will help facilitate its provision. These include:

- Policy EC 5 Telford Town Centre - promoting development that support the town centre's sub regional role such as leisure;
- Policy EC 6 Market Towns and District Centres – setting out criteria for non-retail uses in the Market Towns of Wellington and Newport and the District Centres;
- Policy EC 8 Evening and night time economy – giving positive support for evening and night economy uses within the borough's centres.

3.226   The Telford & Wrekin Local Plan also gives positive support for new facilities that promote the arts and the cultural offer of the borough (Policy COM2 Culture).

Libraries

3.227   The Council's general strategy for libraries has been to co-locate with other facilities where savings and efficiencies can be made. This is often as part of a wider redevelopment including Building Schools for the Future schemes.

3.228   There are no plans for new libraries at present.

Cemeteries and crematoria

3.229   The Council has reviewed its requirements in 2009 and is reviewing them again as part of the Local Plan. It has identified a need for extra provision by 2022 and has helped Newport Town Council in connection with its investigation to find new space for an expansion of the service it currently provides.

3.230   Two extensions to existing cemeteries are being proposed, one by the Council consisting of an extension to Wombridge Cemetery, with an estimated cost of £50,000 and one by Newport Town Council at Church Aston. The provision of these extensions will meet the requirements of the borough over the life of the Local Plan and funding for both will be met through the use of existing resources.

Community facilities and cultural spaces infrastructure schedule

Table 49 Infrastructure Schedule - Community Facilities

Time frame	Project priority	Infrastructure type / project	Estimated costs	Secured funding to date	Estimated funding gap	Potential funding source	Delivery agency
0 - 5 (2020)	Desirable	Extension to existing Telford & Wrekin Council cemetery at Wombridge	£50,000	£0	£50,000	Telford & Wrekin Council	Telford & Wrekin Council
0 - 15	Desirable	Extension to existing Newport Town Council cemetery at Church Aston	Costs to be met by Newport Town Council	Newport Town Council to fund	No infrastructure funding gap	Newport Town Council	Newport Town Council
		Total	£50,000	£0	£50,000		

3 Infrastructure Planning

3.3 Environmental Infrastructure

3.3.1 Green Infrastructure

Table 50 Overview - Green Infrastructure

Subject description	Publicly accessible green infrastructure fulfils important tourism, recreation and leisure functions for residents and visitors in the borough and helps to improve the health and wellbeing of residents.
Supporting infrastructure	• Natural and semi-natural spaces • Children's play facilities • Youth play facilities • Formal parks and gardens • Allotments • Amenity green space
Key infrastructure providers / stakeholders	• Telford & Wrekin Council - Parks & Open Space • Shropshire Wildlife Trust • Local Nature Partnerships • Natural England • Severn Gorge Countryside Trust
Evidence base - key documents / methodology	• Local Green Infrastructure Needs Study (2013) • Play Strategy (2007) • Allotments Strategy (2010) • Green Guarantee (Cabinet Report 2015) • Formal Parks and Open Space management plans
Supporting Local Plan policies	• Policy NE3 - Existing public open space • Policy NE4 - Provision of public open space • Policy NE5 - Management and maintenance of public open space • Policy NE6 - Green network • Policy BE5 - Parks and gardens of historic interest
Funding summary	The Council is responsible for the provision of green infrastructure including parks and open space.

Green infrastructure context

3.231   Green infrastructure covers all green features and spaces in the borough. Publicly accessible green infrastructure such as parks, play spaces and allotments play an important role in helping to improve the health and wellbeing of residents and promotes tourism, recreation and leisure in the borough. The Local Green Infrastructure Needs Study (2013) identified that the largest part (69%) of this is cultivated land consisting mostly of agricultural land, including 11 hectares of allotments.

3.232   Around 15% of the borough's green infrastructure consists of natural and semi-natural open spaces. Some of these have national or local protection as Sites of Specific Scientific Interest, Local Nature Reserves, Local Wildlife Sites, Ancient Woodlands and Local Geological Sites.

3.233   Parks and recreation grounds take up around 10% of the borough's green infrastructure and include 498 hectares of outdoor sports facilities as well as 123 hectares of parks, public gardens and recreational grounds.

3.234   Other green infrastructure accounts for the remaining 6% of the green infrastructure in Telford & Wrekin of which 785 hectares is incidental green space.

Play facilities

3.235   The current Play Strategy (2007) sets out the Council's approach to delivering open space, play facilities and youth facilities. It identifies the following types of play areas:

- **Local Areas of Play** – A minimal amount of play equipment (often single item doorstep provision) of play equipment or even no play equipment i.e. informal/formal open space.
- **Local Equipped Areas of Play** – offering at least five types of play activities for children up until 12 years of age.
- **Neighbourhood Equipped Areas of Play** – offering at least eight types of play activities and also other facilities such as a kick about area or multi-use games area and wheeled play opportunities for children and young people.

3.236   For new housing developments the Play Strategy (2007) requires the provision of an on site Local Equipped Area of Play for developments containing 75-200 child bed spaces and an on site Neighbourhood Equipped Area of Play for 200+ child bed spaces.

3.237   Projects listed in the development plan contained in the Play Strategy will be funded trough a combination of The Big Lottery Fund and Council capital funding. For the delivery of other play areas the Council is maximising partnership opportunities e.g. Section 106 contributions, Homes and Communities Agency funding, Parish Councils and community groups, in addition to securing further opportunities for Council capital funding. The Council has also worked to ensure links are also made with projects such as Building Schools for the Future, Children's Centres and Extended Schools.

Formal parks and gardens

3.238   Parks and gardens include urban parks, formal gardens and country parks. Parks usually contain a variety of facilities, and may have one or more of the other types of open space within them. Their primary purpose are informal recreation and providing space for community events.

3.239   A Parks Strategy for Telford and Wrekin Council (2010-2015) sets out the Council's approach for the planning of parks and gardens. It includes a standard on the provision of parks and gardens of 0.7ha per 1000 population and a local accessibility standard for parks and gardens of a 15 minute walk time (720m) for the urban area and a 20 minute drive time for rural locations.

3.240 In recent years several management plans have been produced by the Council to manage existing parks and open space. These management plans include action plans for the long term management, maintenance and development of these parks including the provision of capital funding projects.

Allotments

3.241 Allotments play an important community function, providing residents places to grow food and meet each other. The Allotments Strategy (2010) has identified a shortfall in the supply of allotments across the borough. It has identified different areas where allotments or 'half' plots should be provided. These have recently been delivered in Lilleshall, Donnington and Admaston.

Green infrastructure planning issues

Table 51 Constraints and Mitigating Measures

Constraints	Mitigating Measures
Current high demand for allotments - Needs for allotments have been identified in most areas in the borough. New development will increase demand and will extend already long waiting lists for existing allotments.	**Sustainable urban developments** - Larger housing sites will be encouraged to provide allotment space on site.
Planning for play facilities - longer term planning for play facilities is difficult given the uncertainty around factors such as usage of equipment and issues such as vandalism.	**Addressing local need -** as applications come in an assessment of local play facilities can be undertaken.

Local Plan green infrastructure requirements

3.242 The Council is taking action to meet the green infrastructure requirements arising from the Local Plan by planning for:

- Increased protection for open space, parks and gardens and local nature sites;
- New and improved play facilities; and
- Allotment provision to meet the needs of the increased population.

Green Guarantee

3.243 As referenced in the Local Plan, the purpose of the Green Guarantee is to identify a range of locally important green spaces which are in the ownership of the Council and to help safeguard these sites from development which are not currently protected by other means such as Local Nature Reserves, Sites of Special Scientific Interest, Fields in Trust sites and Village Greens.

3.244 At the moment 116 green spaces have been identified as having significance and meeting specific criteria. A further 50 sites will be identified through public consultation. The Green Guarantee will recognise the value of these areas for purposes including the provision of open space for leisure, recreation and biodiversity.

Biodiversity

3.245   The borough also has extensive number of biodiversity sites and has plans to designate additional Local Wildlife Sites and Local Nature Reserves. The table sets out the number of sites due to be designated over the life of the Local Plan, it should be noted that the number of Local Wildlife Sites is set to grow as these are designated by the Local Wildlife Partnership as and when they are proposed.

Table 52 Biodiversity infrastructure

Category of site	Number of sites	Planned designations
Sites of Special Scientific Interest	9 sites	0 planned
Local Wildlife Sites	44 sites	As sites are proposed
Local Nature Reserve	6 sites	11 planned
Ancient Woodland	52 sites	0 planned

Play facilities

3.246   Based on the standards identified in the Play Strategy (2007) and the indicative site yields in Appendix D of the Local Plan, the developments listed in the tables below are expected to provide onsite Local Equipped Areas of Play and Neighbourhood Equipped Areas of Play. The actual provision will be established at planning application stage.

Table 53 Sites requiring on site LEAP provision

H3	Sutherland School, Gibbons Road
H5	Beeches Hospital
H8	The Charlton School, Severn Drive, Dothill
H10	Land at The Hem, Telford
H13	Land South of Springfield Industrial Estate, Station Road, Newport

Table 54 Sites requiring on site NEAP provision

H1	Land At, Muxton, Telford
H2	Woodhouse, Priorslee
H7	The Former Phoenix Secondary School
H17	Lawley West

3.247   Where there is a need for off-site play provision, in the first instance the Council will look to meet this need by identifying relevant local / neighbourhood play areas that could be improved. Where there is no existing play provision the Council will seek contributions towards creating new provision where a need has been identified.

3.248   At this stage it is difficult for the Council to identify specific play projects given the duration of the Local Plan and the scale of infrastructure required. The Council will at application stage identify the play needs associated with a development including improvements to existing play facilities and the creation of new ones.

Allotments

3.249   The Council's Allotment Strategy (2010) identifies current demand for allotment spaces (summarised in the table below) and the areas where provision is needed. The Council's Allotment Strategy is due to be updated in 2016 and this will take account of residential developments within the Local Plan. Based on current standards the projected population increase of 31,000 would equate to 2.17ha of new allotment space. However, there are a range of factors which will influence new provision that the revised allotment strategy will address, these include:

- The distribution of developments
- Use of surplus spaces in existing allotments
- Opportunities to extend existing provision
- The viability of providing new sites

3.250   On completion of the revised allotment strategy, taking account of Local Plan developments, the revised allotment requirements will be incorporated into the Infrastructure Delivery Plan.

Table 55 Allotment strategy needs

Area	Number of allotment spaces
Dawley	42
Shawbirch / Apley Castle	25
Priorslee	22
Ketley and Oakengates	29
Lawley, Overdale and Horsehay	14

3.251   In addition to the above the Council will expect larger development sites such as Priorslee (H2) to provide onsite provision to meet the needs of communities. The Council is encouraging Allotment Associations and Parish Councils to manage their own sites and, where developed, adopt new sites.

Closing the funding gap

3.252   The total net funding gap, for projects identified in the Infrastructure Delivery Schedule, for the first five years of the Local Plan is £1.63m. It is expected that the majority of this funding will come from external bids including Heritage Lottery Fund, external grants and as part of the Council's capital works programme with the remainder coming from developer contributions.

3.253   The remaining £493,000 for the projects beyond beyond year five of the Local Plan is expected to come from similar sources, as above, and in addition the Council will seek other external funding opportunities as well as income generation opportunities to help fund capital improvement projects.

Green infrastructure schedule

Table 56 Infrastructure Schedule - Green infrastructure

Time frame	Project priority	Infrastructure type / project	Estimated costs	Secured funding to date	Estimated funding gap	Potential funding source	Delivery agency
0-5 years	Desirable	Dawley Park improvement project - phase 1	£290,000	£0	£290,000	Council capital, Heritage Lottery Fund, external grants and developer contributions	T&W Council
0-5 years	Desirable	Bowring Park improvement project - phase 1	£552,000	£0	£552,000	Council capital, Heritage Lottery Fund, external grants and developer contributions	T&W Council
0-5 years	Desirable	Dale End Park improvement project - phase 1	£565,000	£0	£565,000	Council capital, Heritage Lottery Fund, external grants and developer contributions	T&W Council
0-5 years	Desirable	Hartshill Park improvement project - phase 1	£223,000	£0	£223,000	Council capital, Heritage Lottery Fund, external grants and developer contributions	T&W Council
5-10 year	Desirable	Dawley Park improvement project - phase 2	£230,000	£0	£230,000	Council capital, Heritage Lottery Fund, external grants and developer contributions	T&W Council
5-10 years	Desirable	Bowring Park improvement project - phase 2	£30,000	£0	£30,000	Council capital, Heritage Lottery Fund, external grants and developer contributions	T&W Council
5-10 years	Desirable	Dale End Park improvement project - phase 2	£120,000	£0	£120,000	Council capital, Heritage Lottery Fund, external grants and developer contributions	T&W Council

Time frame	Project priority	Infrastructure type / project	Estimated costs	Secured funding to date	Estimated funding gap	Potential funding source	Delivery agency
5-10 years	Desirable	Hartshill Park improvement project - phase 2	£113,000	£0	£113,000	Council capital, Heritage Lottery Fund, external grants and developer contributions	T&W Council
		Totals	**£2,123,000**	**£0**	**£2,123,000**		

3.3.2 Drainage and Flooding

Table 57 Overview - Drainage and Flooding

Subject description	Flooding occurs for a range of reasons, namely river waters overflowing their banks, pluvial flooding from surface water build up and sewer and groundwater flooding. The borough is at risk of all of these types of flooding and should be protected with the requisite flood mitigation infrastructure.
Supporting infrastructure	- Sustainable Drainage Systems (SuDS) - Foul, storm and combined sewerage systems - Balancing lakes and water courses
Key infrastructure providers / stakeholders	- Severn Trent Water (STW) - Environment Agency (EA) - Strine Internal Drainage Board - Water Services Regulation Authority (Ofwat) - Lead Local Flood Authority - Telford & Wrekin Council
Evidence base - key documents / methodology	- Water Cycle Study (2015) - Water Quality Modelling (2015) - Severn Trent Water, Asset Management Plan 6 (2015 - 2020) - Severn River Basin Management Plan (2009 - 2015) - Telford & Wrekin - Local Flood Risk Management Strategy (2015) - Strategic Flood Risk Assessment update (2015)
Supporting Local Plan policies	- Policy ER 11 - Sewerage systems and water quality - Policy ER 12 - Flood risk management
Funding summary	Flooding and drainage infrastructure is funded through a range of sources depending on the responsible body. On-site and strategic off-site infrastructure such as Sustainable Drainage Systems and improved capacity of water courses will usually be funded by development. Maintenance and improvement of sewer systems are the responsibility of Severn Trent Water and are funded through the Asset Management Planning process.

Drainage and flooding infrastructure context

3.254 Within Telford & Wrekin there is the River Tern, from the Great Bolas in the north to Walcot in the west of the authority area, and the River Severn as it passes through the Ironbridge, Jackfield and Coalport area in the south.

3.255 Under the Flood and Water Management Act (2010) the Council has been designated the Lead Local Flood Authority for the borough, and as such has a responsibility to develop, maintain, apply and monitor a strategy for local flood risk management in the borough. The

Council works closely with the Environment Agency, Severn Trent Water and the Strine Internal Drainage Board (IDB) to reduce instances of flooding and damage to property with flood risk betterment considered where viable.

3.256   Responsibility to manage flood risk and drainage falls under the following bodies:

- **The Council** - management of flood risk from ordinary watercourses, surface water runoff and ground water and consultee on Sustainable Drainage Systems;
- **Environment Agency (EA)** - strategic overview on flood risk and management of flooding from main rivers.;
- **Severn Trent Water (STW)** - to provide, maintain and operate systems of public sewers and works for the purpose of effectively draining their area;
- **Strine Internal Drainage Board** - work to secure clean water drainage and water level management to ordinary watercourses within their boundary.

3.257   Working in partnership with the above agencies the Council has delivered a range of projects including:

- The erection of temporary flood barriers along the Wharfage to protect against flooding from the River Severn;
- 'Love Your River' a joint project to promote better management and maintenance of local water courses;
- Maintenance of water course grilles and structures.

Drainage and flooding infrastructure planning issues

Table 58 Constraints and mitigating measures

Constraints	Mitigating measures
Surface water drainage - the Water Cycle Study identified surface water runoff as the most wide spread flooding issue affecting the borough.	**Partnership working** - the Council has been working in partnership with the EA and Shropshire Wildlife Trust, STW and National Farmers Union to deliver a programme of improvements under the banner of 'Love your river Telford'. The projects include the installation of SUDs features such as rainwater gardens and improvements to local water courses.
Sites affected by Flood Zones - some development sites, due to their scale, will be affected by flood zones.	**Design of developments -** in the first instance, in consideration of a Sequential Approach, all development should be located within Flood Zone 1 (low risk). Where development does infringe upon Flood Zones 2 and 3 (High and medium risk respectively) the developer must demonstrate that the development will be safe and will not increase flood risk, with betterment provided where possible. This could be achieved by using

Constraints	Mitigating measures
	Sustainable Drainage Systems, improved infrastructure or flood resilience measures.

Local Plan drainage and flooding infrastructure requirements

3.258   Through Local Plan Policy ER 12 the Council expects developers to provide Sustainable Drainage Systems on-site which will help re-direct surface water run off (a major cause of flooding) from local sewer systems. Sustainable Drainage Systems will also retain water on-site and helping to replenish ground water supplies. The Council recognises that Sustainable Drainage Systems can form an effective set of measures which can help reduce the need for larger capital infrastructure works. To support developers the Council, as per the recommendations in the Water Cycle Study (2015), is planning to issue guidance on Sustainable Drainage Systems in 2016 which will provide technical advice on the design, maintenance and adoption of drainage systems.

3.259   Using the results of the Water Cycle Study and the updated Strategic Flood Risk Assessment the Council's Drainage Engineers have carried out a high level audit of development sites. The table below sets out the strategic flooding and drainage issues that have been identified for a number of development sites and potential options to resolve these issues. Further detailed work to establish preferred mitigation measures, detailed costs and funding options will be required prior to or at the planning application stage.

3.260   Of the sites identified below it is expected that all built development will be take place within flood zone (low risk) 1 areas.

Table 59 Flooding and drainage issues

Site	Flood Zones	Issues	Options	Funding route
H1 Land at Muxton, Telford	Site lies approximately 70% in Flood Zone 1, with Flood Zones 2, 3a and 3b affecting areas of the site to the north east and the site's western portion where the Wall Brook flows.	Extensive flood zone across site associated with Wall Brook. This watercourse flows north into channels maintained by the Strine Internal Drainage Board.	Further modelling of flood zone to define developable area and potential works in the Muxton Marsh area. Improving Strine IDB capacity to maintain Walbrook Syphon.	Developer to fund site works and modelling. Developer contributions and Council funding for offsite works.

Site	Flood Zones	Issues	Options	Funding route
H4 Plot D, Pool Hill Road	Site lies entirely in Flood Zone 1	Contains a land drainage system that also serves land to the north of Pool Hill Road. The southern section of the site is affected by high groundwater levels.	Developers to be aware of existing land drainage system.	Developer to fund onsite works.
H10 Land at The Hem	The majority of the site is within flood zone 1, however a small portion (flood zone 3) of the site is intersected by a tributary of the Wesley Brook.	Part of the site is affected by flood zone associated with Nedge Brook.	Locate development away from flood zone, provide Sustainable Drainage Systems and retain existing wooded areas.	Developer to fund onsite works and incorporate drainage considerations into design.
H12 Land North of Priorslee Roundabout	Sites lies entirely within flood zone 1.	Site relies for surface water drainage on an historic land drainage system which runs though the adjacent site before discharging to the public sewerage network south of Priorslee Roundabout. It is likely that this system is in poor condition and will need upgrading/replacing.	Identify defects in existing sewer system and rectify. Or excavate and replace entire system up to connection with public sewer.	Developer to fund onsite works. Developer contributions and Council funding for offsite works.
H17 Lawley West	Site lies entirely within flood zone 1.	The site includes headwaters of Ketley Brook which then flows though former Ketley open cast site and the watercourse is failing under Water Framework Directive targets for heavy metal contamination.	Install a series of improvement works to Ketley Brook in the adjacent opencast site.	Developer contributions and Council funding for offsite works.

3.261 The Council has also been engaged with the Strine Internal Drainage Board. The Board is responsible for the management and maintenance of the Strine drainage basin which lies to the north of Telford and consists of a number of streams and brooks to which surface water

from the Telford area and surrounding farm land drains to. The Broad has not identified any specific projects at this point, however they have commented on potential areas where additional residential and employment development could impact on the system as set out in the table below.

Table 60 Strine Internal Drainage Board feedback

Comment	Mitigation	Stakeholders
Additional residential and employment development which drains into the Strine system could potentially impact on the siphons and culverts that help drain the system. This is particularly relevant at the junction of the Red Strine and Wall Brook, close to the Humber Brook's confluence with the Strine. There is a complex system of siphons here, the capacity of which the Board are currently unsure of.	Where there is a risk of additional development adversely impacting on the operation of the Strine system the Board has requested that professional advice on the capacity of the system and where relevant financial assistance with upgrading infrastructure.	Strine IDB, Telford & Wrekin Council (Drainage) and Environment Agency.
The Board has identified the Northern Interceptor Channel as an area of concern due to the lack of regular maintenance by Severn Trent Water. This is causing a reduction on the capacity of the channel through silting and blockages from fallen trees and the silting of the drain under the A442.	A regular maintenance regime by Severn Trent Water.	Severn Trent Water, Strine IDB and Telford & Wrekin Council (Drainage).

3.262   **There is no public sector infrastructure funding gap**, as such no Infrastructure Delivery Schedule is required for this section.

4 Delivery and Funding

4 Delivery and Funding

4.1 Delivery Strategy

4.1   The Council pursues a strategy which addresses governance, communications and funding within the Infrastructure Delivery Plan. This strategy is based on the principle of reducing the cost of developing within Telford & Wrekin by securing external funding as a priority whilst seeking contributions from developers where necessary, fair and reasonable in order to meet the funding gap for the provision of new and enhanced infrastructure. The strategy will be focused around five key principles:

1.   Active and regular engagement with the developer community;
2.   Active and regular engagement with public and private sector infrastructure providers;
3.   The Infrastructure Delivery Plan will be a live document and reviewed on a six monthly basis;
4.   Seeking a broad range of alternatives to developer contributions; and
5.   Delivery of infrastructure should reflect developments coming forward as planned developments.

Delivery Partners

4.2   The Council has been working with a range of organisations within the public, not for profit and private sector to assess the need for strategic infrastructure which will arise as part of committed and planned development within the Local Plan. The Council intends to have a continuing relationship with partners throughout the delivery of the plan and beyond by identifying; responsibilities for delivery, funding availability, likely funding sources and joint working opportunities for projects and programmes.

4.3   Working co-operatively through partner organisations will be a critical element of the Council's strategy to help leverage funding for strategic infrastructure. This will include close liaison with the Marches Local Enterprise Partnership in order to secure Central Government grants and private sector investment opportunities that will help deliver levels of growth set out in the Local Plan.

4.4   Partners such as utility companies in the fields of gas, electricity distribution, water and telecommunications plan on a cyclical basis as a requirement of their respective regulatory regimes. Co-operation with these partners to integrate planned growth into their asset management plans and capital improvement strategies will be crucial to meet; a) requirements of regulators such as the Environment Agency, and b) the need for strategic infrastructure prior to the commencement of development. This will be a continuing relationship with the Council providing early indications of planned and windfall developments as well as identifying and notifying partners of any significant changes to the delivery of the Local Plan. This approach will allow for a more accurate account of development coming forward to meet the the time frame of the relevant infrastructure providers' asset management plans.

4.5   A full list of delivery agencies with information on accompanying planning documents and asset management plans can be found in Appendix A.

Alternative levels of growth

4.6   The Council recognises that over the life of the Local Plan there could be significant and unforeseen issues that could affect the delivery of housing and employment growth. Issues of scale such as a major down turn in the economy can affect the population levels, the composition of households and the amount of jobs in borough.

4.7   It is prudent for the Council to consider how it would plan for and address significant changes in the trajectory of employment and residential development set out in the Local Plan. The approach of the Council includes:

- **A responsive approach to infrastructure planning -** the Council will be working with all the major infrastructure providers throughout the duration of the plan and will be updating the Infrastructure Delivery Plan on a six-monthly basis which will enable partners to further refine their planning assumptions (pressure on services, changes in technology, strategic planning of services) and infrastructure costs as the Local Plan progresses.
- **Early identification of the risk and opportunities** - a high level assessment of risks and opportunities has been undertaken with further details in 'Section 1.5 Infrastructure challenges, risks and opportunities'. The Council will need to monitor emerging issues as well as react to major unforeseen issues, for example the closer of a large employer creating a vacant site.
- **Prioritisation of infrastructure -** the Council has prioritised infrastructure as critical, important and desirable to the delivery of the plan. This approach will provide the Council with some flexibility in terms of infrastructure delivery, however this should be monitored closely to avoid a situation where infrastructure shortages become acute tipping the priority of infrastructure into the 'critical' category.
- **Allocation of resources -** in situations where the age profile, economic profile and type of development are affected the Council will have to consider how to best reallocate resources. Examples are the need to meet the demands of an ageing population or an increase in working age population.

4.2 Funding Strategy

4.8   Estimated project infrastructure costs set out in Section 3 in the subject area 'Infrastructure Delivery Schedules' are indicative of the scale of infrastructure costs and will, as the Local Plan progresses, be subject to change due to:

- The scale, location and timing of developments coming forward;
- Progression of infrastructure projects and schemes through to detailed design stage; and
- The availability of likely funding sources.

4.9   The Infrastructure Delivery Plan is a live record of projects and where costs, secured sources of funding and likely funding sources do change these will be updated and published accordingly. For the purpose of obtaining the latest project cost and funding information the published version of the plan on the Council's website should be regarded as up to date.

4.10   The aggregate infrastructure funding gap, at the time of writing, for the Local Plan is summarised in the table below.

**Table 61 Aggregate infrastructure funding gap**

Total estimated infrastructure costs	£152,223,973
Funding secured (includes grant funding and Section 106 monies received to date)	£45,504,177
Total estimated infrastructure funding gap	**£106,719,796**

Funding model

4.11   The diagram below sets out the funding model employed by the Council to cover the costs of providing infrastructure associated with the Local Plan. It is in line with the Council's funding strategy which is:

- Assess the need for infrastructure arising from planned levels of development included within the Local Plan. This includes; 1) reviewing existing evidence sources such as current strategies and funding programmes, 2) modelling infrastructure requirements and 3) working jointly with infrastructure providers to assess their needs and existing investment plans.
- Establishing the outline cost of required infrastructure projects using best available information, for example utilising build costs from the Council's Building Schools for the Future programme to assess likely new build / expansion costs for schools.
- Apportioning costs on a fair and reasonable basis between public and private sector contributions. This will help establish the required levels of funding from developers by site for infrastructure such as education and highways provision.
- Identifying sources of funding to cover in the first instance the public sector contribution towards projects including Central Government Grants, Local Enterprise Partnership bids, capital receipts etc. Secondly, where opportunities arise seek funding to help off set the developer contributions.
- Maintaining a flexible approach to the delivery of projects which, considers the phasing of development, and the effect this has on the required scale, location and cost of infrastructure alongside the availability of funding streams / packages that would enable the delivery of infrastructure.

Figure 5 Infrastructure Funding Model
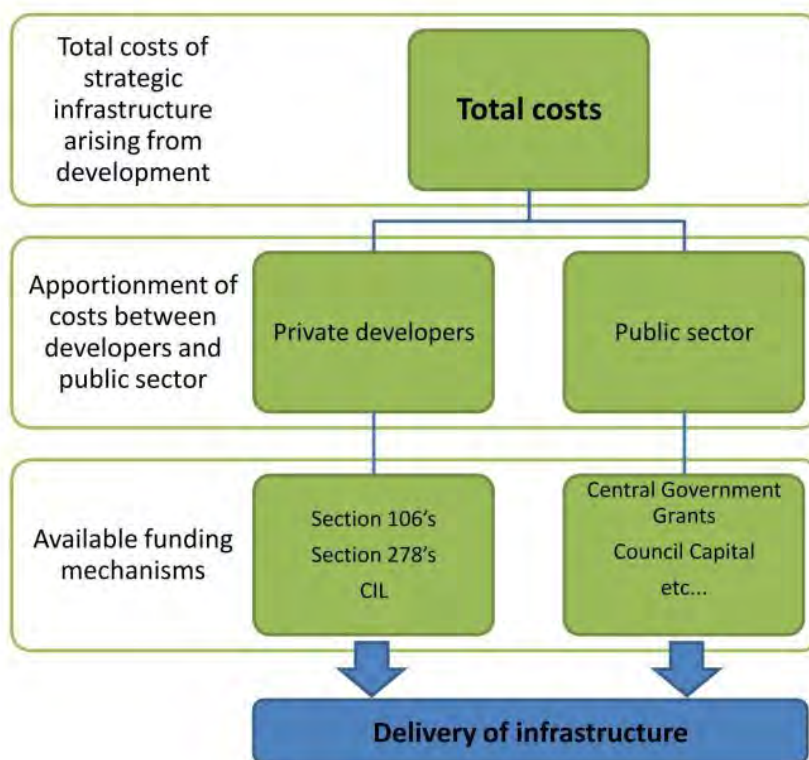
4.12   The Council recognises that delivering value for money will be a key component in the successful delivery of infrastructure. This can be achieved through:

- Monitoring changes in the distribution and level of development and responding by reviewing the scale, scope and location of infrastructure needs;
- Monitoring and responding to changes in technology and the effect this has on social and working life patterns;
- Value engineering projects to ensure that costs are kept to a minimum; and
- Generating alternative 'value' options for schemes, especially where funding falls short of the desired amount.

Funding sources

4.13   In order to provide a broad base of financial support for development the Council will seek funding and in-kind contributions from a range of sources to reduce the cost of development in the borough. The likely infrastructure funding sources available to the borough are listed below. Where new funding streams become available this list will be updated.

4.14   The £109m funding gap is likely to reduce during the early stages of the Local Plan as the Council accesses additional funding sources such as the Homes and Communities Land Deal (currently under negotiation). Where additional funds for projects are secured the project funding within the Infrastructure Delivery Schedules will be updated accordingly.

Section 106 funding

4 Delivery and Funding

4.15   The Council to date has Section 106 agreements to the value of £21m for developments that are expected to built out during the period of the Local Plan. Where infrastructure projects have been identified the Council will look for opportunities to align this funding to the projects identified within this Infrastructure Delivery Plan. These Section 106 agreements include the following:

- £1.5m of funding for buses;
- £2.7m of funding for play and recreation facilities;
- £1.1m of funding for highway works;
- £9m of funding for education.

Central Government funding

4.16   The Council has secured £192.3m of capital grants for major projects between 2011 and 2015. Further Government grant opportunities will be sought as and when they become available. The Council has also submitted a devolution proposal to Her Majesty's Treasury under the banner of Enterprise Telford. Devolution of funding and the retention of tax revenue will provide the Council with more control to meet its infrastructure needs over the life of the Local Plan. More information will be provided when it becomes available.

Homes & Communities Agency Land Deal

4.17   The Council is in the process of negotiating the 'Telford Land Deal' with the Homes and Communities Agency which will see investment in publicly owned development sites across the borough to address long standing issues of viability. This will include a number of residential and employment sites identified within the Local Plan. The deal is also expected to generate an uplift in the value of the developments, with a return coming back to the Council to be invested in local infrastructure.

Marches Local Enterprise Partnership

4.18   Working with the Marches Local Enterprise Partnership the Council has secured £22.6m as part of the Governments 'Growth Deal' funding for highways, transport and utilities infrastructure projects. The relationship with the Local Enterprise Partnership through the joints Marches Strategic Economic Plan, will be critical to the Council's strategy of maximising external funding opportunities throughout period of the Local Plan.

West Midlands Combined Authority

4.19   The Council has applied to become a 'non-constituent' member of the West Midlands Combined Authority. If accepted, this will enable the Council to have a greater say in investment decisions that affect the region in areas of planning, transport and skills. It is envisaged that this will lead to greater funding opportunities related to skills and economic development.

European Union funding

4.20   The Council has been successful in securing European Union funding through the European Regional Development Fund. The Council will continue to monitor current and future funding opportunities.

Public sector partners

4.21   Public sector infrastructure providers such as health and emergency services are managing their estates and infrastructure more efficiently and are planning services in line with new development set out in the Local Plan. Joint infrastructure planning provides an opportunity to share ideas on how best to meet the needs of new communities and ultimately share funding to deliver joint facilities.

Council capital receipts

4.22   The Council has successfully managed a reorganisation of the operational estate and schools estate to realise capital receipts. Funding from these programmes have been invested to secure more energy efficient buildings, provide improved teaching facilities and increase capacity in the schools system where it has been required.

Infrastructure providers capital investment plans

4.23   Utilities providers are tasked with the development of cyclical Asset Management Plans as part of their respective regulatory regimes. These plans take account of development coming forward with utility companies holding the responsibility for funding infrastructure upgrades.

In-kind contributions (including land)

4.24   This can include the provision of assets in lieu of a cash contribution, this can include, for example, excess land to help create improve the capacity of the local highway network.

Prudential borrowing

4.25   Where there is a gap in project funding this could be met through prudential borrowing.

Community Infrastructure Levy

4.26   As part of developing a broad funding strategy and building on the infrastructure evidence base available through the Local Plan and the Infrastructure Delivery Plan the Council will be developing a business case for the introduction of a Community Infrastructure Levy. The levy provides opportunities for increased flexibility in the collection and distribution of funding towards strategic infrastructure projects.

4.27   The business case for a Community Infrastructure Levy will be completed in early 2016 with expected adoption in early 2017 following adoption of the Local Plan. The key criteria for the adoption of a Community Infrastructure Levy will be:

- Introduction of the levy does not affect the overall viability of development in the borough;
- There is a proven need and evidence base which supports the introduction of the levy;
- Income from the levy would be sufficient to reasonably meet the infrastructure funding requirements of the plan; and
- Operation of the levy can be met within the constraints of existing resources.

Developer Contributions

4.28   The Council will continue to use Section 106 and 278 agreements to secure on-site and strategic off-site infrastructure in the absence of a Community Infrastructure Levy that is:

- Necessary to make the development acceptable in planning terms;
- Directly related to the development; and
- Fairly and reasonably related in scale and in kind to the development.

4.29   Should the levy eventually be introduced, subject to the circumstances set out above, the Council will then seek to scale back the use of Section 106 agreements.

4.30   Where development comes forward the Council may in some circumstances be required to gap fund schemes, this may include the following circumstances where:

- Anticipated developer contributions do not come forward in time to meet the time constraints of external funding bids.
- Infrastructure has been categorised as critical to a development or number of developments coming forward and not all anticipated developer contributions come forward.

4.31   It should be noted that where prudential borrowing is required to 'gap fund' the delivery of infrastructure this will be on the basis that if anticipated developments are approved contributions related to the relevant scheme will be paid back to ensure net nil cost to the Council.

4.32   Development has been phased across the duration of the Local Plan to deliver the majority of existing committed development towards the first half of the plan and the site allocations towards the later half of the plan. Recognising that most developments will be built over a number of years will provide the Council with flexibility whether to phase the payment of developer contributions either at commencement, intervals based on occupations or to meet the funding requirements for infrastructure projects. In practise this could involve:

- Where schemes have secured developer contributions any subsequent developments could pay on commencement to ensure payment is secured to deliver schemes within the payback period of the first contribution.
- Flexible phasing of schemes to help meet available funding - for example if external funding becomes available contributions could be bought forward to help meet the need for match funding. Conversely contributions could be phased to the later phases of a development to enable more time and flexibility to assemble the appropriate funding package.
- Where schemes can be delivered incrementally, for example the deployment of bus subsidies, this can be done to meet the occupation of the development so resources are deployed for optimum effect.

4.33   The Local Plan allocates more housing and employment land than that is expected to come forward, this is to provide flexibility in delivery. The Council will therefore take a strong negotiating position with developers in order to secure the necessary infrastructure for sustainable development.

Infrastructure funding gap

4.34   The Council recognises that, to aid the delivery of development set out in the Local Plan, the Infrastructure Delivery Plan needs to be sufficiently flexible to meet potential challenges and opportunities such as:

- Changes in the distribution, level and phasing of development;

- The availability of infrastructure funding;
- Changes in national policy;
- Advances in technology resulting changes in human behaviour.

4.35 The Council will look to achieve flexibility through:

- Prioritisation of schemes as; 1) critical, 2) important and 3) desirable;
- Phasing allocated development to the latter half of the Local Plan;
- Delivering value for money projects.

4.36 The costs of the infrastructure schemes have been broken down by category and priority. Additional information has been provided around the secured sources of public and private sector funding as well as the total funding gap at the time of writing. It should be noted that where there is a gap between the 'total costs' and secured funding (public and private) the 'subject area' Infrastructure Delivery Schedules will provide further detail on a project by project basis on the likely funding sources. The categorisation of projects as critical, important and desirable will be kept under consideration as part of the six monthly reviews.

4.37 The following areas were identified as having **no current Local Plan infrastructure funding gaps** as they are either; 1) privately financed such as utilities infrastructure, 2) other sources of public funding will meet the costs of infrastructure or 3) the infrastructure requirements will be assessed on a site by site basis:

- **Water (supply and sewage)** - Severn Trent Water are funded to meet the cost of water supply and waste water infrastructure through their five yearly Asset Management Plans;
- **Electricity -** cost of connecting sites and strategic network upgrades are arranged directly between Western Power and developers and infrastructure requirements are assessed on a site by site basis;
- **Gas distribution -** cost of connecting sites and strategic network upgrades are arranged directly between National Grid and developers and infrastructure requirements are assessed on a site by site basis;
- **Telecommunications and Broadband -** communications infrastructure is provided on a commercial basis;
- **Waste** - municipal waste facilities are funded through existing resources, provision over and above this is funded by the private sector;
- **Health and wellbeing -** primary care facilities (including GP's) are funded, predominantly, through existing NHS resources and Central Government funding;
- **Community facilities** - cemetery provision will be funded through income generation;
- **Drainage -** the requirement for drainage infrastructure will be assessed on a site by site basis.

4.38 Table 64 provides a full breakdown of the infrastructure funding gap. The majority of infrastructure, with an estimated cost of £130m, falls into the important category. Funding to the value of £45.5m has already been secured against the projects identified within the relevant infrastructure delivery schedules. The infrastructure funding gap is set to drop further as following bids for additional funding and the expected completion of the Homes and Communities Agency 'Land Deal'.

4 Delivery and Funding

4.39 No schemes have been identified as being critical to the delivery of development therefore **its is the view of the Council and its partners that there are no infrastructure 'show stoppers' to the deliver of residential and employment growth during the first five years of the Local Plan.**

Table 62 Local Plan infrastructure funding gap

Category	Critical	Important	Desirable	Total costs	Public funding secured	Private funding secured	Total funding secured	Infrastructure funding gap
Highways & Transport	£0	£94,246,842	£0	£94,246,842	£22,270,903 (inc developer funding)	£0	£22,270,903	£71,975,939
Education	£0	£36,500,000	£0	£36,500,000	£0	£17,513,274	£17,513,274	£18,986,726
Emergency Services	£0	£0	£2,864,131	£2,864,131	£2,400,000	£0	£2,400,000	£464,131
Leisure	£0	£0	£16,490,000	£16,490,000	£3,320,000	£0	£3,320,000	£13,170,000
Green Infrastructure	£0	£0	£2,123,000	£2,123,000	£0	£0	£0	£2,123,000
Totals	£0	£130,746,842	£21,477,131	£152,223,973	£27,990,903	£17,513,274	£45,504,177	£106,719,796

4 Delivery and Funding

5 Monitoring and Evaluation

5 Monitoring and Evaluation

5.1   The Infrastructure Delivery Plan will run for the duration of the Local Plan period and will be a 'live' document that will require regular updates to take account of any changes in the location and scale of development that comes forward and how this impacts on the delivery of infrastructure projects.

5.2   The Infrastructure Delivery Plan will be broken down into five year blocks with a graduating level of detail provided. The first five years will hold more detailed information on the type, costs and delivery dates for schemes which are to be delivered in line with relevant developments. Less detail will be provided towards that back end of the plan, with project details being worked up as the delivery of the Local Plan progresses and the delivery of developments becomes more certain.

5.3   A co-operative approach will be taken to monitoring as it will involve working closely with infrastructure partners to assess their evolving requirements, such as the introduction of new technologies or funding opportunities, as well as any changes to the phasing of developments.

Review periods

5.4   An internal steering group will be established to assess, manage and prioritise the delivery of infrastructure projects across the borough. The steering group will consist of officers from Planning, Legal and Finance and will meet on a quarterly basis and will:

- Oversee the monitoring of financial contributions including Community Infrastructure Levy funds;
- Advise on viability issues in relation to the delivery of strategic infrastructure;
- Advise Senior Management and Elected Members on infrastructure planning;
- Identify cross Service Area opportunities for sharing funding resources;
- Identify opportunities to share / pool resources with other public sector bodies for the provision of infrastructure; and
- Provide a unified approach to contributions policy including advice to developers.

5.5   Quarterly reviews of the Infrastructure Delivery Plan will take place, which will take account of:

- The continuing relevance infrastructure projects and programmes including what is critical, important and desirable;
- Developer contributions that have been secured, 'banked' and what is expected to come forward;
- Subject area Infrastructure Delivery Schedules in light of current and expected planning applications;
- The provision of additional information related to infrastructure projects and programmes, such as costs; and
- Monitoring delivery progress and completion of schemes;
- Funding opportunities from other infrastructure providers.