

Wyre Forest District Council Infrastructure Delivery Plan



**Pre Submission Version
June 2019**



Wyre Forest
District Council

Contents

Pre-Submission Wyre Forest Infrastructure Delivery Plan (2019)	5
1.0 Introduction and Context.....	5
Purpose of the IDP	5
National Context	6
Local Enterprise Partnership's (LEPs) Sub-regional Context: Worcestershire LEP and Greater Birmingham & Solihull (GB&S) LEP.	8
Worcestershire Context: Worcestershire County Council position.....	9
WFLPR Context.....	9
2.0 Finance and Funding	11
Introduction	11
Funding Sources	11
Table 2A Main Infrastructure Funding Sources	11
3.0 Physical Infrastructure	19
3.1 Transport.....	19
Figure 3.1: Model study area	23
Strategic Infrastructure.....	25
Table 3A – Strategic Infrastructure	25
Local Highways schemes.....	26
Table 3B – Transport Infrastructure Requirements.....	29
3.2 Utilities.....	34
Electricity.....	34
Gas	35
Renewable Energy and Heat Networks	36
3.3 Water Issues.....	36
Water Resources and Water Supply	37
Wastewater Collection and Treatment.....	38
Flood Risk and Flood Management	38
Waterways Infrastructure	39
3.4 Telecommunications.....	40
Broadband.....	40
New Developments.....	41
Mobile Telecommunications	41

3.5 Waste Infrastructure.....	42
4.0 Social Infrastructure.....	43
4.1 Education	43
Table 4A – Sites Split by Education Area in and near Kidderminster.....	47
Table 4B - Estimated Kidderminster Education Infrastructure Costs	48
Table 4C - Sites Split by Education Area in and near Stourport.....	50
Table 4D - Estimated Stourport Education Infrastructure Costs	51
Table 4E - Sites Split by Education Area in and near Bewdley.....	52
Table 4F - Estimated Bewdley Education Infrastructure Costs	53
Table 4G - Total Education Infrastructure Cost and Expected Contributions from Sites within the Local Plan	53
Schedule of individual site contributions.....	54
Table 4H - Individual Site Contributions	55
4.2 Health and Public Health	62
Response from Wyre Forest CCG.....	62
4.3 Community Facilities.....	65
a) Community Centres	65
b) Faith Buildings.....	66
c) Indoor Built Sports Facilities.....	67
Future Need for Indoor Built Facilities.....	71
Table 4K Built Facilities Need	72
d) Playing Pitch Assessment.....	72
Table 4L Kidderminster Pitch Summary.....	74
Future Need for Playing Pitches.....	76
Table 4M 3G Pitch Installation and Maintenance Costs	77
Table 4N Playing Pitch Recommendations Costing More Than £250,000.....	78
e) Open Space	78
f) Library Facilities	81
g) Cultural Facilities.....	82
h) Social Care Provision.....	83
4.4 Emergency Services	84
Fire and Rescue	84
Police.....	85
Ambulance	86

5.0 Green Infrastructure	88
Strategic Assessment of Green Infrastructure.....	89
Analysis of GI Recreational Assets in Wyre Forest.....	90
Green Infrastructure Policy.....	91
Securing Green Infrastructure	92
6.0 Conclusions	93
b) Costing Infrastructure	93
c) Site Specifics and Liaison with Developers.....	94
d) Infrastructure Funding Gap	94
Total Funding Gap	95
Table 6A Estimated Total Funding Gap 2019.....	95
e) Progression of the WFIDP towards submission of the local plan and beyond.....	95
Appendix 1: Schedule of Infrastructure	97

Pre-Submission Wyre Forest Infrastructure Delivery Plan (2019)

1.0 Introduction and Context

Purpose of the IDP

1.0.1 The purpose of the Wyre Forest Infrastructure Delivery Plan (WFIDP) is to set out the infrastructure requirements as part of the evidence base to support the proposals contained in the Wyre Forest Local Plan Review (WFLPR), which covers the period 2016 to 2036. This WFIDP updates and completely replaces the Council's Draft Infrastructure Delivery Plan, published with the Pre-Submission consultation in October 2018.

1.0.2 Infrastructure can be defined in simple terms as the facilities and services that help local people to live their everyday lives. It includes physical infrastructure (e.g. roads), social infrastructure (e.g. schools) and green infrastructure (e.g. woodland).

1.0.3 The aims of the WFIDP are as follows:

- a. Review the existing capacity of physical, social and green infrastructure provision across the District.
- b. Identify the infrastructure needs required to serve the proposed level of growth within the District.
- c. Identify the delivery mechanisms required in order to implement the required infrastructure.
- d. Where possible, identify the responsible delivery body and provide a broad indication of costs.
- e. Identify what funding sources might be available to facilitate implementation.
- f. Help inform the potential funding for infrastructure under a Community Infrastructure Levy (CIL)¹ Scheme.
- g. Establish an effective monitoring and review process.

1.0.4 The WFIDP carries "living document" status and is subject to on-going change. It is a technical evidence document designed to inform policy rather than be policy itself.

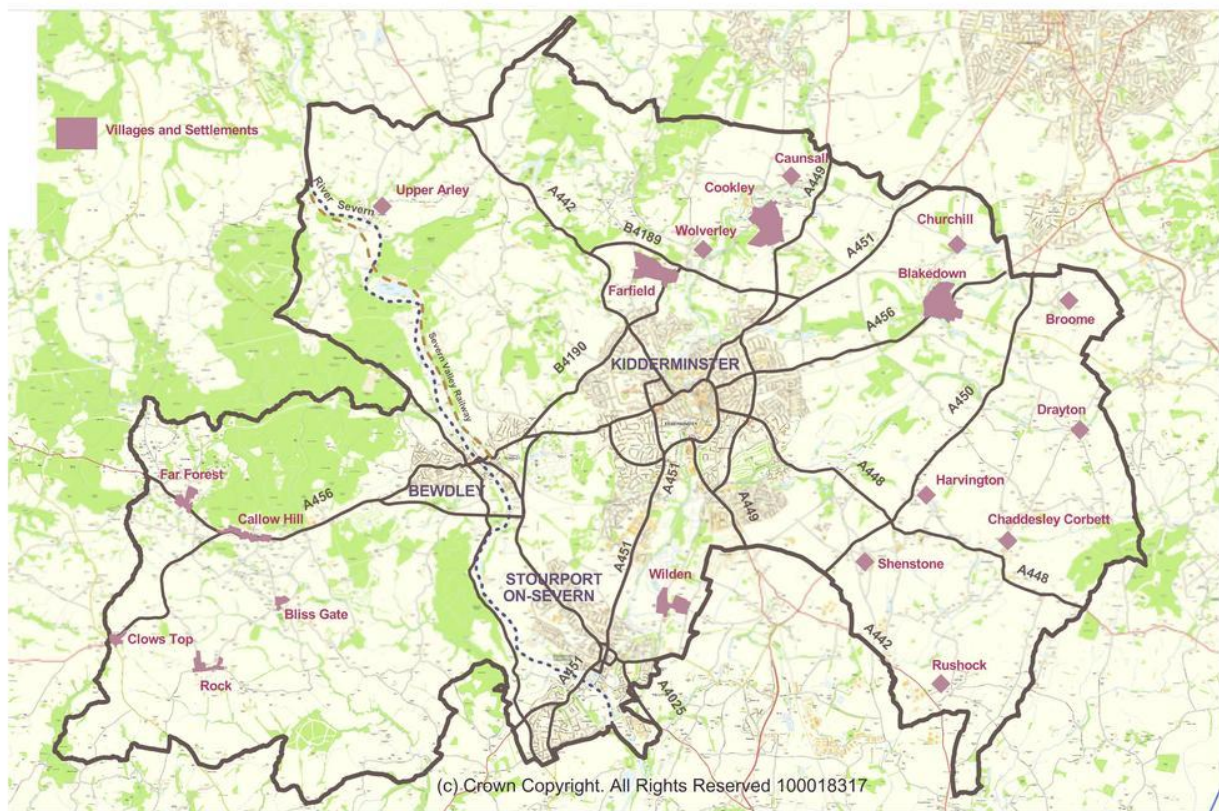
1.0.5 The process of producing this June 2019 version of the WFIDP to support submission began in January 2019 with early engagement with WCC followed by consultation and discussion with infrastructure stakeholders from February to May 2019. Following completion of this update a short review will be produced to the viability study produced in October 2018 by HDH planning.

1.0.6 The structure of the WFIDP is based on national best practice and the situation in Wyre Forest. The following is the structure for this June 2019 version of the WFIDP:

¹ At time of writing (June 2019) a decision has been made not to introduce a Community Infrastructure Levy charging schedule alongside the local plan. This is something WFDC may decide to work towards in the future after the local plan is adopted.

1. Introduction and Context.
2. Finance and Funding.
3. Physical Infrastructure.
4. Social Infrastructure.
5. Green Infrastructure.
6. Spatial assessment of Infrastructure.
7. Conclusions
8. Appendix A: Infrastructure: Project by project schedule
9. Appendix B: Record of consultation with infrastructure stakeholders.

The geographic context for the WFIDP is shown below:



20 “Strategic policies should set out an overall strategy for the pattern, scale and quality of development, and make sufficient provision for:

- a) housing (including affordable housing), employment, retail, leisure and other commercial development;
- b) infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat);
- c) community facilities (such as health, education and cultural infrastructure); and
- d) conservation and enhancement of the natural, built and historic environment, including landscapes and green infrastructure, and planning measures to address climate change mitigation and adaptation.”

1.0.8 Paragraph 57 of the Framework places significant emphasis on ensuring viability at a plan level is up to date and concurs with national planning guidance. Specifically, it states:

57: “Where up to date policies have set out the contributions expected from development, planning applications that comply with them should be assumed to be viable. It is up to the applicant to demonstrate whether particular circumstances justify the need for a viability assessment at the application stage. The weight to be given to a viability assessment is a matter for the decision maker, having regard to all the circumstances in the case, including whether the plan and the viability evidence underpinning it is up to date, and any change in site circumstances since the plan was brought into force. All viability assessments, including any undertaken at the plan-making stage, should reflect the recommended approach in national planning guidance, including standardised inputs, and should be made publicly available.

1.0.9 Reference should also be made to para 1.0.5 and the parallel technical study in the Local Plan evidence base. The Wyre Forest Viability Study and CIL Scoping Study 2017, subsequent Viability Study Update 2018 and the forthcoming 2019 update are particularly relevant and should be read in conjunction with this document.

1.0.10 More detailed guidance is contained in the national Planning Practice Guidance. In particular, section 12-018, published in March 2014, which explains how the local planning authority can show that a Local Plan is capable of being delivered including provision for infrastructure.

“A Local Plan is an opportunity for the local planning authority to set out a positive vision for the area but the plan should also be realistic about what can be achieved and when (including in relation to infrastructure). This means paying careful attention to providing an adequate supply of land, identifying what infrastructure is required and how it can be funded and brought on stream at the appropriate time; and ensuring that the requirements of the plan as a whole will not prejudice the viability of development.”

“Early discussion with infrastructure and service providers is particularly important to help understand their investment plans and critical dependencies. The local planning authority should also involve the Local Enterprise Partnership at an early

stage in considering the strategic issues facing their area, including the prospects for investment in infrastructure."

"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 this relates to the anticipated rate and phasing of development. This may help in reviewing the plan and in development management decisions. 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 about deliverability of key infrastructure, then this should be clearly stated in the draft 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. The detail concerning planned infrastructure provision can be set out in a supporting document such as an infrastructure delivery programme that can be updated regularly. However, the key infrastructure requirements on which delivery of the plan depends should be contained in the Local Plan itself."

"The evidence which accompanies an emerging Local Plan should show how the policies in the plan have been tested for their impact on the viability of development, including (where relevant) the impact which the Community Infrastructure Levy is expected to have. Where local planning authorities intend to bring forward a Community Infrastructure Levy regime, there is a strong advantage in doing so in parallel with producing the Local Plan, as this allows questions about infrastructure funding and the viability of policies to be addressed in a comprehensive and coordinated way."

Local Enterprise Partnership's (LEPs) Sub-regional Context: Worcestershire LEP and Greater Birmingham & Solihull (GB&S) LEP.

1.0.11 The Wyre Forest area currently benefits from falling in two LEP areas:

- a. Worcestershire LEP
- b. Greater Birmingham and Solihull LEP

1.0.12 This WFIDP has been the subject of close liaison with both LEPs. As of July 2018² a review of LEP areas is being undertaken. Following completion it is anticipated that there will be no overlapping LEP areas meaning Wyre Forest is likely to only be in one LEP area. At time of writing³ this has not yet been decided.

The liaison with the LEPs and ongoing funding situation is set out in Section 2 of this WFIDP.

² <https://www.gov.uk/government/news/government-proposes-shake-up-of-local-enterprise-partnerships>

³ April 2019

Worcestershire Context: Worcestershire County Council position.

1.0.13 Worcestershire County Council (WCC) role is important in two key respects:

- a. the partnership role which WCC has played in the production of this WFIDP.
- b. the strategic role of WCC in respect of its infrastructure strategy.

Each is considered in turn:

1.0.14 WCC has always had a close working relationship with the Council and was closely involved in the production of the 2012 WFIDP. That partnership approach has intensified since spring 2016 as the two Councils have worked together on the WFLPR Preferred Options and the infrastructure associated with it via the progression of this WFIDP.

1.0.15 Following the Preferred Options consultation, work with WCC once again increased from January 2018 with the commencement of the transport modelling work. In addition, in partnership with the Green Infrastructure (GI) Partnership WCC have also produced GI concept plans for large scale sites within the local plan. The Schools / Education Provision Planning in Children's Services team have also updated and reviewed previous advice given on the impact of school places throughout 2018 and into 2019 to ensure at publication the information supplied is current. WCC have made clear representation they are committed to the live status of this document and will aid with reviews throughout the lifetime of the WFDC local plan.

1.0.16 WCC also considers county wide infrastructure matters in the Worcestershire Infrastructure Strategy in 2012 and the supporting Needs and Issues papers in 2011 and 2012; WCC is in the process of producing a Growth and Infrastructure Plan. This is directly related to infrastructure strategies at both the County and District level. This new Strategy concentrates on longer term approaches to infrastructure delivery which will most benefit growth or where there is an infrastructure deficit which is preventing growth. Significant work has been undertaken on this and WCC expects to work on this throughout 2017 and 2018 with a wide range of partners, including Wyre Forest District Council.

WFLPR Context

1.0.17 Cross reference should be made to the Wyre Forest District Local Plan Pre-Submission Publication (October 2018) and the updated sections of the Local Plan (2019)..

1.0.18 Section 1 is the Introduction which gives the context and main purpose of the plan as well as setting out the process and timetable for progression of the plan.

1.0.19 Section 2 explains the structure of the Pre-Submission document and starts by giving a picture of Wyre Forest today before going on to describe the settlement hierarchy. It then goes on to describe the key issues facing Wyre Forest.

1.0.20 Section 3, Table 3.0.1 describes what Wyre Forest will be like in 2036. This includes point 11) which says:

“New development in Wyre Forest is properly supported by the timely provision of suitable infrastructure”.

1.0.21 Aims and objectives for the plan are set out in Table 3.0.2.

1.0.22 The demands for infrastructure arise from many sources. These can be weaknesses or deficiencies in existing infrastructure. General population growth causes a general pressure on infrastructure. However, of particular importance for this WFIDP is the fact that new infrastructure may be specifically required as a consequence of development proposals contained in the WFLPR Plan. In particular the following proposals, as set out in policy WFLPR: 6A - Development of Needs 2016-2036 which states that Wyre Forest District Council will make provision for:

- Employment - 29 hectares
- Housing - 5,520 dwellings
- Retail – no additional provision

1.0.23 The WFIDP relates to a number of the policies in the WFLPR. It particularly relates to the specific policy on Infrastructure:

1.0.24 WFLPR Policy 12: Infrastructure

- A. The Council will work closely with its partners, especially WCC, to bring forward the appropriate, proportionate and necessary infrastructure that is required to deliver the Plan.
- B. Development will be required to provide or contribute, financially or in kind, towards the provision of infrastructure needed to support it, subject to viability requirements designated by the NPPF.
- C. Where new infrastructure is needed to support new development, the infrastructure must be operational no later than the appropriate phase of development for which it is needed.

1.0.25 This WFIDP has been prepared to support the 2036 WFLPR Pre-Submission consultation stage. Depending on when submission occurs this document may require further updating prior to submissions as befits its live document status.

Appendix 1 contains the following information in an infrastructure schedule:

- Listed by infrastructure type
- Listed by project and by location.
- Cross reference to relevant WFLPR policy.
- Delivery partners.
- Estimated cost.
- Potential sources of funding.
- Estimated timescale. (where appropriate)
- Notes on costing, funding delivery and prioritisation. (where appropriate)

2.0 Finance and Funding

Introduction

2.0.1 The fundamental purposes of the WFIDP are to assess what infrastructure is required in respect of the WFLPR, where that should be, when it is required and how much it will cost. When analysing how much it will cost it is also important to understand the funding sources available for all the infrastructure themes. It is that funding analysis which is the main purpose of Section 2. This sets the context for the funding available to finance the infrastructure described in Sections 3, 4, 5 and 6. This then allows the consideration of the important issue of the infrastructure funding gap, which is set out in Section 7.

2.0.2 For the purposes of clarity, Wyre Forest District Council has yet to decide whether it will progress Community Infrastructure Levy. However, it took the prudent step of commissioning a CIL viability study in tandem with its overall Local Plan viability work in 2017. Further viability evidence has been produced in 2018 and updated alongside this 2019 version of the WFIDP.

Funding Sources

2.0.3 This section explains funding streams currently available to Wyre Forest District Council and Worcestershire County Council for the delivery of infrastructure across the Wyre Forest District. It is clear funding sources available to the Wyre Forest District and Worcestershire County Council can change over time. Table 2A below describes the potential current funding sources available in 2019. This list is not exhaustive and some smaller funding streams may also be available.

Table 2A Main Infrastructure Funding Sources		
Types of Funding	Infrastructure Themes it could fund	Notes
Community Infrastructure Levy (CIL)	Education Transport Open Space / Green Infrastructure Sports and Recreation Flood Mitigation Methods Community and Cultural Facilities Emergency Services	Possible introduction later in plan lifecycle. Spending areas would be defined within a Regulation 123 list. The government is currently considering reforms to CIL and planning obligations ⁴ .

⁴ Details of the proposed reforms can be found at <https://www.gov.uk/government/consultations/supporting-housing-delivery-through-developer-contributions>.

Table 2A Main Infrastructure Funding Sources		
Types of Funding	Infrastructure Themes it could fund	Notes
	Health Facilities	
Planning Obligations	Education Transport Open Space / Green Infrastructure Sports and Recreation Flood Mitigation Methods Community and Cultural Facilities Emergency Services Health Facilities	
Housing Infrastructure Fund (HIF)	Physical Infrastructure (mainly transport)	Two elements exist to this fund; a forward funding element and a marginal viability element ⁵ . Wyre Forest District Council has been successful in bidding for HIF for marginal viability for a site at Churchfields (allocated site in the current plan).
New Homes Bonus (NHB)	Education Transport Open Space / Green Infrastructure Sports and Recreation Flood Mitigation Methods Community and Cultural Facilities Emergency Services Health Facilities	Funding stream linked to building of new homes. Currently 80% of the funding going to the District Council and 20% to Worcestershire County Council. NHB could be used to fund infrastructure by WFDC. It is currently used for funding council services.
Transport Local Funding	Transport	Typically used for medium sized schemes under £5m and accessed through the local growth fund administered by Worcestershire Local Enterprise Partnership
Transport National Funding	Transport	Typically used for large scale schemes.

⁵ Details regarding the two types of HIF can be found at <https://www.gov.uk/government/publications/housing-infrastructure-fund>

Table 2A Main Infrastructure Funding Sources		
Types of Funding	Infrastructure Themes it could fund	Notes
Flood Defence Grant in Aid (FDGIA)	Flooding	Funding for flood risk management schemes.
European Funding (prior to the UK exit from the EU)	Education Transport Open Space / Green Infrastructure Sports and Recreation Flood Mitigation Methods Community and Cultural Facilities Emergency Services Health Facilities	Includes; <ul style="list-style-type: none"> • European Regional Development Fund (ERDF), • European Local Energy Assistance (Elena), • Rural Development Programme for England (RDPE), • Rural Enterprise Grant Scheme (INTERREG), • the Joint European Support for Sustainable Investment in City Areas (JESSICA), • LIFE+ (for environmental schemes).
Local Authority Funding	Education Transport Open Space / Green Infrastructure Sports and Recreation Flood Mitigation Methods Community and Cultural Facilities Emergency Services	Capital funding source which includes borrowing prudential borrowing (or tax increment funding) and reserves.
Other funding sources	Education Transport Open Space / Green Infrastructure Sports and Recreation Flood Mitigation Methods Community and Cultural Facilities Emergency Services Health Facilities	Many smaller funding streams exist for specific projects but are unlikely to be used frequently are dependent on the project. Wyre Forest District Council and partners will submit bids when appropriate using evidence-based approaches. This will often be linked to a match where possible.

Current Position

2.0.4 All of the sources of funding for infrastructure in table 2A above and in further detail below will require further work and revision. The funding position will be updated throughout the development of the WFLPR, this Infrastructure Delivery Plan, any CIL charging schedule (if appropriate) and the accompanying viability work. It is clear this work will remain live throughout the WFLPR period and will be crucial to the delivery of the infrastructure articulated in this document.

A) Council Tax

2.0.5 The additional homes across Wyre Forest District over the life of the Local Plan will generate a significant amount of additional council tax income. The average 2017/18 band D council tax in Wyre Forest is £1,812.09 per year⁶.

2.0.6 All Councils continue to see a squeeze on their finances and, through the move to 100% business rates retention by the end of the current parliament, are expected to be financially self-sufficient, relying primarily on income from council tax and business rates whilst also developing commercialism and growing external income where possible. Forecast growth in business and council tax bases will therefore be even more important from a financial planning perspective.

2.0.7 Clearly with additional homes comes additional capital financing and revenue costs; for instance, the increased demands in service areas such as refuse collection and disposal, schools, public health, highway maintenance and so on. In addition, Councils will have already factored in some taxbase buoyancy which essentially means an increased cash flow into their financial planning. Any excess income associated with increased council tax bases after the effects of increased costs or neutralisation by the Government through the new system of local government finance could be available to support new borrowing for infrastructure.

B) New Homes Bonus

2.0.8 The New Homes Bonus (NHB) was introduced in 2011 to provide an incentive to local authorities to encourage housing growth. It is not ring-fenced, and councils can decide how to spend the monies in consultation with a percentage of the local community. Following a Government consultation in 2016, the NHB has been amended to reward councils for additional homes provided over a 0.4% baseline figure. For 2017/18 this will be payable over 5 years, reducing to 4 years from 2018/19. This amendment has resulted in a large reduction of payments for Wyre Forest and these monies cannot be relied upon in the future to fund infrastructure given other funding pressures as further conditions will be applied (subject to consultation) from 2018/19. In reality NHB may never be used to fund infrastructure but it remains a possibility that it could be used.

C) Business Rates

⁶ This is based on Kidderminster's Band D charge for the 2019-20 tax year. Charges available at: <https://www.wyreforestdc.gov.uk/council-tax-and-benefits/council-tax/new-properties,-bands-and-valuations.aspx>

2.0.9 Wyre Forest is currently a member of the Worcestershire Business Rates Pool (WBRP) to help protect the Council from business rate reductions and maximise the benefit by retaining more of the business rates growth within Worcestershire. Members of the WBRP consider that the Pool is an important enabler to drive forward economic growth and create a positive framework for targeted investment across Worcestershire.

2.0.10 In addition, the operation of the WBRP allows the investment of additional benefits gained through pooling into the local economic environment, should adequate resources exist in the Pool Risk Reserve to mitigate the effect of volatility in local business rates. It is as yet unknown if the WBRP or indeed the overall concept of business rate pooling, will continue to exist following the introduction of 100% retention by Councils. Regardless of the future of pooling, the additional business rates retained by councils could be called upon to fund infrastructure. This will depend on amounts involved and other priorities for expenditure. Currently many local authorities are also suffering from overall funding gaps so this may not be realistic in the short term.

D) Community Infrastructure Levy Funding

2.0.11 Wyre Forest District Council has not yet decided to work towards a CIL charging schedule but may consider it in the future after the Local Plan has been adopted. If CIL is adopted, it can be used to fund a wide variety of projects and this possible approach is outlined in table 2A above.

E) Supporting Housing Delivery through Developer Contributions

2.0.12 The government announced potential reforms to developer contributions in the autumn budget of 2017 and consulted on possible reforms to developer contributions early in 2018 with the consultation closing in May 2018. A further Technical Reforms consultation took place between December 2018 and January 2019. The outcome of the consultation has not yet been published but the reforms are likely to change the way contributions are collected. WFDC will keep appraised of this situation and update this document accordingly in the future.

2.0.13 The reforms have five key objectives:

- Reducing complexity and increasing certainty;
- Supporting swifter development through focusing viability assessment on plan making rather than decision making;
- Increasing market responsiveness so that local authorities can better target increases in value;
- Improving transparency for communities and developers over where contributions are spent and expecting all viability assessments to be publicly available subject to some very limited circumstances;
- Allowing local authorities to introduce a Strategic Infrastructure Tariff to help fund or mitigate strategic infrastructure.

F) Transport Funding

2.0.14 Transport funding is a particularly important issue. Recently, Government commenced a process of merging a number of former transport and infrastructure

funding schemes together and issued new allocations primarily targeted at supporting infrastructure as part of the LEP, Strategic Economic Plan (SEP) initiative.

2.0.15 The Worcestershire Growth Deal is a funding source awarded from the Government and administered and awarded by the LEP. It will build on the considerable economic vitality of the County's key sectors (Agri-Tech, Advanced Manufacturing and Engineering and Cyber Security) by improving road, rail and broadband connectivity – creating better links for businesses to markets and helping to kick-start building on key housing and employment sites. The Growth Deal will also help to grow the county's strong engineering skills base, provide more space for high-tech start-ups and growth and help to develop Worcestershire's Growth Hub as the place for business to access support for growth.

2.0.16 The Growth Deal, subject to a satisfactory conclusion of the funding agreement, will bring together local, national and private funding to focus on three key priority areas as identified in the LEP's SEP. The Worcestershire LEP secured £47m from Central Government's Local Growth Fund to support economic growth in the area – with £9m of new funding confirmed for 2015/16 and £20.3m for 2016/17 to 2021. This includes further £10m of funding for projects starting in 2016. This substantial investment from Government will bring forward at least £70m of additional investment from local partners and the private sector. Combined this will create a total new investment package of £117m for the Worcestershire LEP.

G) Wyre Forest Funding

2.0.17 The District Council has worked very closely with both LEPs since their inception in 2011. Working with the LEPs, the Council has been successful in securing monies from the Local Growth Deal to support projects within the District. Recent successes include:

- Obtaining funding from both LEPs to support Phase 2 of the Hoobrook Link Road, which is a £16m scheme. The Council successfully secured, alongside Worcestershire County Council, £3.2m from WLEP and £4.8m from GBSLEP as part of the Local Growth Deal. We were also successful in securing money from the Department for Transport (DfT) Pinch-point programme for £4.99m to put towards the scheme;
- The Council has also secured money from both LEP's to bring forward a new station building at Kidderminster Railway Station - £4.2m (£2.5m WLEP / £1.8m GBSLEP)
- More recently, funding has been secured towards Churchfields infrastructure improvements through Local Growth Fund 3 and Housing Infrastructure Fund.

Local Enterprise Partnerships: Growing Places Fund

2.0.18 Both of the LEPs have established 'Growing Places Funds' (GPF), which is a Government backed scheme that is intended to 'accelerate delivery of economically viable activity to support growth in the local economy'. The fund is a recyclable loan made available to help deliver projects. The first phase of the Hoobrook Link Road successfully secured money from the GPF. In addition, a recent development of new starter units in the District (Ratio Park) has also utilised the fund to help finance the development.

Homes England (HE) Accelerated Construction

2.0.19 The HE's Accelerated Construction programme is centred on providing a tailored package of support to local authorities to develop out surplus land holdings. The programme aims to deliver up to 15,000 homes (housing starts) on central and local surplus public sector land in this Parliament through £1.7 billion of investment. Accelerated Construction will be used to tackle broader constraints to seeing more homes built. The programme is designed to support the HE's market diversification objectives by supporting non-major builders and help tackle the construction skills gap, including through greater use of Modern Methods of Construction (MMC). Wyre Forest District Council has recently submitted an Expression of Interest to the HE to be involved in this programme and it is anticipated that the Council will work closely with the HE to help accelerate development across the District.

Building our Industrial Strategy – Green Paper, January 2017

2.0.20 The Industrial Strategy, launched in January 2017, identifies the Government's vision and proposals for 'building a modern industrial strategy' in a Green Paper to deliver a high skilled, competitive economy as part of its overall 'Plan for Britain'. The stated objective of the strategy is to improve living standards and economic growth by increasing productivity and driving growth across the whole of the UK.

2.0.21 The Green Paper sets out the need to increase levels of infrastructure investment in transport, digital and housing, and proposes higher levels of public sector investment including a £2.3 billion Housing Infrastructure Fund, £2.6bn for transport projects, £400m for a Digital Infrastructure Investment Fund and a commitment to better matching infrastructure investment to local plans, using infrastructure to support growth. The District Council will continue to monitor these potential funding streams to access further support where available.

Housing Infrastructure Fund

2.0.22 The Housing White Paper published in February 2017 provided a reference to the Housing Infrastructure Fund, which is a £2.3 billion programme which is targeted to the areas of greatest housing need. The White Paper stated that the Government will open this capital grant programme to bids in 2017, with money available over the next 4 years. The bidding process was opened in July 2017 with the first receivers announced in March 2018.

2.0.23 The monies were expected to fund a variety of infrastructure projects (including transport and utilities) where these will unlock the delivery of new homes, enabling economic development across an area. Having reviewed the bidding criteria WFDC applied for marginal viability funding for the Churchfields site in Kidderminster. Following the application WFDC was successful in securing £2.7m towards highways infrastructure.

Wyre Forest District Council

2.0.24 It is also worthwhile noting that the District Council agreed two capital funding policies in 2017 which could help to deliver projects across the District. The two streams that are available are as follows:

- Loans to Third Parties (£10m) this is a recent initiative implemented by the Council and this money has been allocated to help deliver regeneration and economic development objectives in terms of both housing and commercial regeneration.
- Capital Portfolio Fund (£25m) This fund has been set up to allow the Council to grow its portfolio of capital assets and in turn support economic regeneration and/or housing corporate priorities in addition to producing a net revenue income stream.

2.0.25 Therefore, subject to individual business case approval there is the potential for new developments to be aided by funding from the District Council.

2.0.26 It is widely recognised that the private sector will have a fundamental role to play in the delivery of infrastructure. However, the District Council and WCC recognise that they have an important role to play in enabling the delivery of crucial infrastructure identified in the WFLPR through their Development Management, Regeneration & Economic Development, Asset Management, and Transportation, Highways, Waste and Education functions. The LEPs, as the voices of the business community, are well placed to articulate business needs and broker negotiations and discussions on behalf of the private sector with local authorities, Government and other key partners such as the utility providers to identify, budget for and lobby for funding to support infrastructure delivery.

3.0 Physical Infrastructure

3.1 Transport

Introduction

3.1.0 WCC has worked with WFDC to identify the likely transport related infrastructure necessary to support the growth within the emerging WFLP. The transport infrastructure has been collated along with other infrastructure and included within this WFIDP; see Appendix A for Transport Schemes.

3.1.1 The WFIDP provides details of the infrastructure required to support the growth in the WFLP. The WFIDP will also ultimately be used to inform and support negotiations with developers on s106 (and other relevant) agreements to contribute towards the mitigation of their development impacts (cumulative and site specific) on the Transport Network in accordance with WFLPR Policy 13 Transport and Accessibility. This WFIDP should also be read in conjunction with the transport evidence paper, Local Transport Plan 4 (LTP4)⁷ and Worcestershire Rail Investment Strategy⁸ (RIS).

Existing Transport Network

3.1.2 The Wyre Forest District area consists of three main towns Kidderminster, Stourport-on-Severn and Bewdley. These three main towns are surrounded by a large rural area, both east and west of the River Severn. The following section describes the existing transport issues within these three towns:

Highways

3.1.3 Wyre Forest District is connected to wider Worcestershire and the West Midlands by the key arterial routes⁹ of the A456, A449, A451, A448 and A450. An essential component of the development plan for the WFDC must be the consideration of how these key arterial routes, including access to the Strategic Road Network¹⁰ and other key transport movements are considered in this WFIDP, to overcome capacity constraints and ensure an enhanced level of strategic highway access to the Wyre Forest to accommodate the new development and mitigate all adverse impacts on both Wyre Forest and neighbouring authorities. This is essential in order to deliver economic diversification and growth that underpin the Worcestershire Strategic Economic Plan¹¹ developed by the Local Enterprise Partnership and wider national planning agenda. Table 3.1 below identifies the strategic infrastructure required.

⁷ Available at: http://www.worcestershire.gov.uk/downloads/download/1198/local_transport_plan

⁸ Available at:

http://www.worcestershire.gov.uk/info/20055/strategies_plans_and_bids/806/the_local_transport_plan

⁹ An arterial road or arterial thoroughfare is a high-capacity urban road. The primary function of an arterial road is to deliver traffic from collector roads to higher capacity roads.

¹⁰ The Strategic Road Network – Motorways and Trunk Roads which are managed by Highways England

¹¹ Available at: <https://www.lepnetwork.net/media/1102/worcestershire-sep.pdf>

Kidderminster

3.1.4 The ring road around Kidderminster suffers from congestion at peak times which adds to journey time delay. The ring road also acts as a barrier to pedestrian and cycle connectivity. As well as suffering from congestion, the Horsefair Area of Kidderminster (Blackwell Street) is a designated Air Quality Management Area and it is important that any development coming forward that is likely to increase traffic and congestion in this area also provides appropriate mitigation to prevent any further deterioration of air quality. Key corridors such as the A456 Bewdley Hill and A456 Birmingham Road also suffer from congestion and journey time delays. The A456 is also the location of a major tourist attraction (West Midlands Safari Park) and this can see delays and congestion outside of the normal peak periods. In September 2016 the Hoobrook Link Road in Kidderminster between the A442 and A451 was opened to traffic and this appears to have had a positive impact on congestion on the A451 Minster Road but further improvements to junctions on the A442 are necessary.

Stourport-on-Severn

3.1.5 A key congestion area within Stourport is the signalised junction of B4195 Bewdley Road North/ Bewdley Road. This junction suffers from significant peak period congestion and it is difficult to identify a suitable improvement scheme that can be accommodated within the existing highway boundary. The roundabout at the junction of A4025 Worcester Road/Hartlebury Road also experiences congestion with queues often extending a significant length along the Worcester Road. However, it should be noted that some improvements in queue lengths have been seen since the introduction of the link road between Discovery Road and Severn Road. Congestion on A451 Bridge Street is also a barrier to significant growth in the south of Stourport unless appropriate mitigation is provided.

Bewdley

3.1.6 A key issue in Bewdley is the Air Quality Management Area (AQMA) at Welch Gate. This is a long standing issue which has been very difficult to resolve due to the historic nature of Bewdley. Additional development within Bewdley will need to be carefully managed and will need to ensure that appropriate mitigation is provided to prevent any further deterioration in air quality. Additionally, the lack of parking capacity located on the east side of the town forces traffic to travel through and close to the AQMA. Additional car parking on the east side would benefit the air quality and would also serve Severn Valley Rail Station.

3.1.7 Proposed development will contribute to additional local and longer strategic traffic along key corridors in and around the three main towns.

Rail

3.1.8 In November 2017 WCC adopted its ambitious Rail Investment Strategy. The strategy makes a strong case for enhanced county rail connectivity which can be

achieved via local and long-distance rail services, to both regional and UK-wide economies in order to promote the Worcestershire's sustainable economic growth and success. The strategy includes the rail schemes contained in the Local Transport Plan 4 plus any additional longer-term rail aspirations for the county and looks at how these can be developed and prioritised. Improvements to Kidderminster and Blakedown Station are key ambitions within this strategy.

3.1.9 Kidderminster Rail Station has seen significant growth in passenger numbers and requires investment to improve facilities. WCC has worked closely with WFDC, Worcestershire Local Enterprise Partnership, Greater Birmingham and Solihull Local Enterprise Partnership and Network Rail to secure funding for these improvements. The Highway works have been implemented and works to improve the station and station forecourt are currently ongoing. Once complete these improvements will help to support this further growth. Once complete the project will –

- Provide a replacement of the existing railway station building to create a gateway into Kidderminster and wider Wyre Forest District.
- Improve access between areas of deprivation in the Wyre Forest with employment opportunities in the Black Country and Greater Birmingham areas by bringing bus and rail together.

Assessment Approach

3.1.10 WFDC provided their proposed site allocations to WCC in December 2018, including data on current status of the sites. This information contained the site locations and the likely quantum of development at each site. Using this information WCC have been able to undertake an assessment of the probable impact on the local and wider network and produce a list of the infrastructure required to support the level of growth. This assessment has been undertaken using the Wyre Forest Transport Model (WFTM).

3.1.11 The WFTM is a multi-modal¹² model comprising a highway assignment model, public transport model and a variable demand model. The model was developed by CH2M (now Jacobs) on behalf of Worcestershire County Council (WCC) during 2011-2012. The WFTM, representing 2011 base year conditions and forecasts for 2016, 2021, 2026 and 2031, was developed based on guidance in Department for Transport's (DfT) Transport Analysis and Guidance (TAG).

3.1.12 The survey data underpinning the WFTM base model is now over 7 years old, meaning the data used to build the model matrices is considered outdated (TAG Unit 3-1, section 8.1.1) unless it can be proven that the travel patterns and their distributions haven't changed and therefore remain valid. Apart from the age of data, the WFTM

¹² **Multi Modal** considers various modes of transport including road, rail and public transport.

developed in accordance with TAG, provides the most detailed representation of transport demand and supply characteristics in Wyre Forest District that is currently available to WCC.

3.1.13 Current guidance on transport models from the Department for Transport (DfT), the Department for Communities and Local Government (DCLG), Local Transport Body (LTB) have been reviewed and the following are CH2M's observations on the use of WFTM.

1. The existing model should not be used for any major scheme appraisal, without obtaining approval from the funding authority. Discussions should be undertaken with the funding authority, LEP, LTB /highway authorities (e.g., Highways England) to confirm the approach to be used and assess robustness of model for the specific purpose required.
2. A Present Year Validation (PYV) exercise may be an appropriate measure to assess the validity of the model for its intended purpose. This can involve exercises similar to those being undertaken to assess the model suitability for the Churchfields Business Case or a full PYV through selected updated traffic surveys such as Roadside interviews and traffic counts.
3. For non-major schemes, any tool (standalone junction models, local models) including WFTM can be used for both scheme assessment and appraisal based on TAG principles, provided it can be demonstrated the model is the appropriate tool in the area of the scheme to be assessed.
4. There are other parts of government guidance (DCLG guidance for Local Plans) that refer to a TAG compliant model not being required to support local plan development.
5. Any non-major scheme or local plan allocations which may be subject to third-party scrutiny or end in a planning inquiry may be at risk and open to challenge due to model age, but WFTM could still be used in the early stages of assessment but with the likelihood of an update to the evidence requested by the decision-making body.

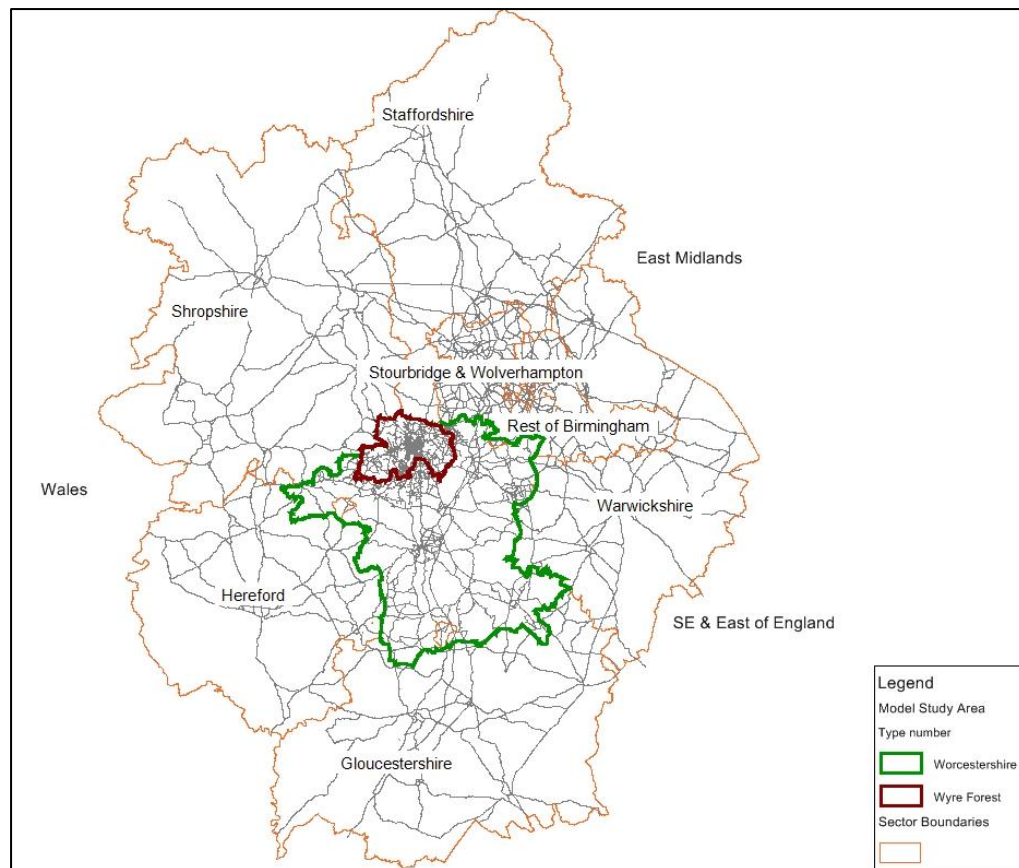
3.1.14 In conclusion, the 2011 WFTM remains the best available tool for WCC to assess and appraise non-major transport schemes and local plan allocations in Wyre Forest District.

3.1.15 The WFTM model area is illustrated in Figure 3.1. The WFTM has been developed using VISUM¹³ (version 12.52) and has been calibrated and validated in

¹³ **VISUM** (pron. Vy-zum) is a macroscopic traffic modelling software package, used to model larger highway networks. In Worcestershire, it is used in two ways: to support business cases for infrastructure investment and to test the likely transport impacts of proposed development growth. (<http://vision-traffic.ptvgroup.com/en-us/products/ptv-visum/>)

accordance with WebTAG guidelines¹⁴. A wide range of network and operational information is available from the model. To inform the assessment of the development the information provided is limited to the most relevant items of highway network summary statistics such as vehicle-kms, vehicle-hours, link flows, volume/capacity ratios, queue lengths, node delays and journey time on key routes. Using this information we have been able to produce this WFIDP transport section.

Figure 3.1: Model study area



3.1.16 The models were developed for 2036 AM and PM peak hours to determine the level of trips with the local plan allocations and assess their impact on the highway infrastructure. This allows the cumulative impact of the development growth on both the local and wider strategic network to be assessed and the appropriate highways infrastructure required to support this growth to be identified. Areas outside of the Wyre Forest district such as north Wychavon and Hagley in Bromsgrove have also been assessed as it is recognised that this growth will also have an impact on areas outside of the Wyre Forest District and appropriate mitigation of these impacts will be necessary.

¹⁴ **WebTAG** (Web Transport Analysis Guidance) is the Department for Transport's online guidance resource for the development of business cases to support transport infrastructure and services. (<https://www.gov.uk/guidance/transport-analysis-guidance-webtag>)

3.1.17 It should be noted that further detailed assessment of individual proposals will be required to be undertaken at the planning application stage through the development management process. This IDP looks to identify the appropriate multimodal ¹⁵ infrastructure required to support the growth within this preferred option being submitted for examination

3.1.18 The impact of growth on the transport network is a key issue for WCC, WFDC and neighbouring authorities (and their key stakeholders). Unmitigated development will result in a negative impact on the local and wider economy potentially increasing costs on existing businesses, network users and transport operators arising from increased traffic congestion. Some of the impacts from the modelling are:

- In the AM peak hour many link sections on the radial routes leading to Kidderminster are expected to be heavily congested.
- Approach arms to the A449/A451 junction near Lea Castle; B4190 approach to A456 in Bewdley is expected to be operating over capacity in both the AM and PM Peaks.
- In the PM peak hour, the patterns are similar with the radials around Kidderminster and A451 to Stourport expected to experience significant congestion.
- In both the AM and PM peak hours, most junctions along Kidderminster Ring Road, town centre, on the A449 between A442 Worcester Road and A451 Stourbridge Road will experience delays in excess of expected levels.
- Strategic routes such as the A449, A456, A442, A450 and A451 cater to the highest volumes of traffic and are most impacted by the local plan allocations in both the AM and PM peak hours.
- A449 junction with A450 (Black Bridges) suffers from increased congestion in both the AM and PM peak hours.

Mitigation

3.1.19 This transport WFIDP has been developed in order to address the issues identified above. Improvements to all modes have been identified in order to mitigate the impact of this growth on the transport network. A key element of any mitigation will be improvements to active travel modes, walking and cycling. This will not only have a positive impact on congestion but will also benefit the health and wellbeing of the residents. The mitigation will now be described at two levels, strategic and local. The strategic schemes are likely to benefit both the residents of Wyre Forest but also surrounding districts and areas. The local schemes are more focussed to consider the immediate impact of developments.

¹⁵ Multi Modal considers various modes of transport including road, rail and public transport. <https://worcestershire.public-i.tv/core/>

Strategic Infrastructure

3.1.20 Table 3A below identifies the strategic infrastructure required to support growth. These have been identified as key projects required in the medium to long term and include schemes outside of the Wyre Forest area, most notably within Wychavon and Bromsgrove. They will provide relief to key corridors within Kidderminster (A456, A451) and southern Hagley. The below is not provided in any particular priority order. However it should be noted that in order to secure funds from Government it will be necessary to first demonstrate that we have previously maximised capacity and improvements on the existing highway network and made full use of all sustainable travel opportunities. Therefore schemes at Blakedown and Hartlebury Rail stations will need to come forward in advance of other strategic schemes. Please also see transport evidence base for further information relating to Blakedown Station and for improvements to the Mustow Green, A449/A450 Black Bridge & A449/A442 & the A450 Corridor.

Table 3A – Strategic Infrastructure

Location	Project	Estimated Cost	Potential Funding Sources
Blakedown Rail Station	Provision of additional car parking facilities (150 - 170 spaces) - Phase 2 Improvements to passenger information and station facilities Improvements to walking /cycling routes to the station	£5.6M	S106 Developer Contributions, Government Funding, Local Enterprise Partnerships, Rail Industry
Hartlebury Rail Station	Provision of additional car parking facilities Improvements to passenger information and station facilities Improvements to walking /cycling routes to the station	£1.5M	S106 Developer Contributions, Government Funding, Local Enterprise Partnerships, Rail Industry
Mustow	Reposition junction and	£1.8M	S106 Developer

Green	increase size		Contributions, Government Funding, Local Enterprise Partnerships
A449/A450 Black Bridge & A449/A442 & A450/A442	Reconfigure A449 to one-way northbound from A450 to A442	£1.7M	S106 Developer Contributions, Government Funding, Local Enterprise Partnerships
A450/B4188 Hackmans Gate	Introduction of Microprocessor Optimised Vehicle Actuation (MOVA) software to improve signal capacity	£100,000	S106 Developer Contributions, Government Funding, Local Enterprise Partnerships
A456/A450	Ban movements and provide two-lane exit merge eastbound	£365,000	
A450/B4187	Introduce a longer left turn taper to B4187 from the A456 and improve pedestrian safety	£143,000	

Hagley

3.1.21 Wider improvements such as a bypass of Hagley may be required to accommodate growth within the wider geographic area but we do not consider it to be appropriate to include within this IDP. A review of this wider infrastructure will need to be undertaken in partnership with other local authorities currently undertaking a review of their Local/District Plans such as Solihull Metropolitan Borough Council, Shropshire Council, Black Country Core Strategy, and Bromsgrove District Council. The requirements for any such infrastructure will be taken forward through the Duty to Co-operate legislation and preparation of Statements of Common Ground. The Western Connectivity Study, commissioned by West Mids Combined Authority to investigate the economic case for a western link to the M6, is currently underway will also be a key consideration in determining the requirement for this infrastructure.

Local Highways schemes

3.1.22 As identified within the modelling outputs, the impact of growth will be experienced across the entire local network. Table 3B below identifies the local highway,

rail and sustainable schemes required to mitigate this impact. Enhanced parking facilities at Blakedown station will help intersect strategic commuting trips and help to alleviate congestion on the A456 within Wyre Forest and also at Hagley. Improvements in capacity at junctions along the ring road will help ease traffic flow and reduce journey times.

3.1.23 The introduction of active travel corridors and improvements to passenger transport routes and services will minimise the need to travel by car and therefore help to reduce congestion. The introduction of Personalised Travel Planning (PTP) on all new major residential developments and Choose How you Move initiatives will also help to encourage travel by sustainable modes.

Rail

3.1.24 Rail enhancements at Blakedown and Hartlebury stations have been identified within the Rail Investment strategy and the adopted Local Transport Plan 4 and these proposals are included within this IDP. The proposals which include improvements to connectivity and parking facilities at the stations have been identified as key projects necessary to support this growth. Enhancements to parking facilities at Blakedown Station will also help to mitigate the impact of growth on Hagley within Bromsgrove District. Hagley currently suffers from congestion at peak times and this is seen as a first step in reducing congestion before wider strategic improvements can be considered and implemented.

Car Parking

3.1.25 The introduction of alternative car parking provision, particularly within Stourport and Bewdley, will have a significant positive impact not only on congestion but in the case of Bewdley on the AQMA. Within Bewdley a site has been identified to the east of the River which reduces the need for vehicles to travel into the town centre impacting on congestion and air quality. The same can be applied within Stourport with the introduction of alternative car parking provision on the east of the town in the vicinity of Discovery Way.

Bus and Community Transport

3.1.26 Historically, significant cuts have been made to the bus network across Worcestershire due to low patronage levels. The promoters of sites will be required to produce a 20 year Business Plan to ensure that proposals are sustainable and can be made commercially viable within the 20 year period. The site promoter/developer will be required to fund the service cost until a point when the service becomes commercially viable.

Existing Pedestrian and Cycle Network

3.1.27 Maximising use of pedestrian and cycle use for trips to/from/within major trip attractors and generators, including railway stations, is key to improving the efficiency of the transport network (particularly in congested urban areas) and meeting local economic and environmental objectives. It is important, therefore, that planned new developments take full account of policies and best practice design standards that relate to maximising walk and cycle accessibility within developments and also linking to destinations that are within a reasonable walk/cycle distance.

3.1.28 In order to identify potential infrastructure requirements to support the development assumptions each development site has been considered in turn. Analysis has focussed on identifying links from the proposed development sites to the existing network where available. Infrastructure requirements must include linkages from the proposed development sites to existing links surrounding the sites. These links and also pedestrian and cycle infrastructure within any proposed sites will be the responsibility of the promoter of the site to provide and will be discussed and agreed through at the planning application stage.

Scheme Identification

3.1.29 The highways infrastructure schemes identified within this IDP have been identified following assessment through the WFTM. The results of the modelling have been

3.1.30 The schemes identified are intended to help to mitigate against forecasted future year transport issues to 2036 which are directly related to the growth identified within this emerging Plan.

Funding

3.1.31 A key element of the funding strategy for the identified infrastructure will be s106 developer contributions. However, it is recognised that s106 developer contributions alone will not be sufficient to provide the level of transport infrastructure required to support this growth. WCC will, using its proven track record of securing funds, work with partners to secure additional funds through future Government Funding, Local Enterprise Partnerships, further Housing Infrastructure Fund allocations and Large Local Major Transport funds through the Department for Transport (DfT).

Schemes

The transport schemes identified for the WFLP are detailed in Table 3B below.

Table 3B – Transport Infrastructure Requirements

Kidderminster		
	Project	Estimated Cost*
Highway Scheme	Churchfields Master Plan – Fully funded and being delivered July 2019	£5.3M
	Capacity enhancements are required at the following junctions:	
	Park Gate Road/Lea Castle Drive	
	Park Gate Road/Stourbridge Road	£2M
	Park Gate Road/Wolverhampton Road	
	Wolverhampton Road/The Crescent	
	Wolverhampton Road/Stourbridge Road	
	Capacity enhancements to A449 Chester Road North/A456 Birmingham Road junction	£1.5M
	Capacity enhancements to A449 Chester Road south/Comberton Road	£1.5M
	Capacity Enhancements to A448/Spennells Valley Roundabout	£1.5M
	Capacity Enhancements to A449/Spennells Valley Road/Chester Road South Roundabout	
	Capacity enhancements to A449/A442/Wilden Lane Roundabout	£1.5M

	Capacity enhancements to A448 Comberton Hill/A451 the Ringway Roundabout	£1.5M
	Capacity enhancements to A456 Husum Way Roundabout	£1.2M
	Capacity enhancements to Carpet Trades Way/Park Butts Ringway/St Marys Ringway	£1M
	New Roundabout Wolverly Road (Lea Castle site)	£2M
	Enhancements to A451 Stourbridge Road/Broadwaters Drive/Chester Road North Roundabout	£1.7M
	A456 Bewdley Hill Key corridor improvements	£0.7M
		£2M
Rail Schemes	Kidderminster Station Enhancements Phase 1 – Fully funded and being delivered in 2018/19.	£5.4M
	Kidderminster Station Phase 2 – Improvements to Worcester bound platform.	£200,000
	Blakedown Station Enhancements Phase 1 – provision of additional car parking (Station Yard)	£1.6M

Passenger Transport Schemes	<p>Introduction of Real Time Information Systems (RTIS) and bus stop improvements on the following key corridors –</p> <p>Bewdley Hill</p> <p>Comberton Hill</p> <p>Stourport Road</p> <p>Worcester Road</p> <p>Coventry Street</p> <p>Stourbridge Road/Blackwell Street</p>	<p>£25K per bus stop. Estimate 10 stops per corridor. Total cost £1.5M</p>
Active Travel Schemes	<p>A451 Stourbridge Road Off Road cycleway from Park Gate Inn to A449 (Worcester Road) mini roundabout. Connect to Yew Tree Inn (cycleway on road).</p> <p>A448 Comberton Road. New cycle way (on and off road) from Spennells Valley Road to Kidderminster Railway Station</p> <p>Kidderminster Railway Station to Town Centre</p> <p>Spennells Valley Road. Reduction in road width to provide widening of footway to 3.5m shared cycle way from A448 to Worcester Road roundabout.</p> <p>A456 Birmingham Road. Introduction of some Traffic Regulation Orders (TRO's) and reallocation of space to enhance the route for</p>	<p>£2.0M</p> <p>£1.5M</p> <p>£1M</p> <p>£1.5M</p>

	cyclists and pedestrians.	£0.5M
Stourport-on-Severn		
Highway Schemes	York Street/High Street/New Street. Introduction of signals or shared space to enhance pedestrian connectivity and manage flows.	£1.0M
	Improvements to Burlish Crossroads (may require acquisition of property)	£1.5M
	Capacity enhancements to junction of Windermere Way with A451	£1M
Passenger Transport Schemes	RTIS on key Corridors – Worcester Road Minster Road Bewdley Road Hartlebury Road Dunley Road/Bridge Street	£25k per stop. Estimate 10 stops per corridor – £1.25M
Active Travel Schemes	Caunsall To Stourport-on-Severn Canal Towpath Improvement	£1.56M

Other schemes	Provision of car park to the east of the Town Centre (Discovery Way)	£1.5M
Bewdley		
Highway Schemes	Welch Gate/Dowles Road AQMA. A package of improvements to reduce vehicle flows through the junction to include: alterations to nearby junctions, TRO's, review of parking arrangements and promotion of active travel modes.	£1M
Passenger Transport Schemes	RTIS - on the following key corridors – Kidderminster Road Dowles Road Cleobury Road/Welch Gate Stourport Road Richmond Road	£25K per bus stop. Estimate of 6 bus stops per corridor. Total cost £0.75M
Active Travel Schemes	Active Travel Corridor from Bewdley to Wyre Forest.	£2.0M
	Cycle path improvements to NCN45, LCN 39 Bewdley leisure centre to Birchen Coppice	£0.5M
	Cycle path widening and provision at Catchems End Roundabout to Summerhill Avenue.	£0.5M

Other schemes	Provision of car park to the east of Bewdley B4190	£1.5M
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*Costs are an estimate and subject to change once further detailed design is undertaken.

3.2 Utilities

Context

3.2.1 This section deals with electricity, gas supplies and renewable energy. Water and drainage issues are considered in section 3.3. Consultation has taken place with the suppliers, Western Power Distribution (WPD) and National Grid in respect of all the proposed sites.

Electricity

3.2.2 Nationally, the electricity network consists of three elements:

- Generation – owned and operated by several different companies.
- Transmission System (400 kV. to 275 kV.) - owned by National Grid.
- Distribution System (132 kV. and lower). The country is divided into 14 areas managed by distribution network operators. Western Power Distribution covers the whole of the Wyre Forest District area.

3.2.3 There are no large -scale power stations in the District. A small number of wind turbines and a growing number of micro renewable installations, primarily domestic solar photovoltaic panels, also contribute to electricity generation but most of the District's electricity is supplied from outside the area.

3.2.4 Western Power Distribution operates a strategic business planning cycle which feeds into the regulatory framework for price determination under the Office of Gas & Electricity Markets (OFGEM). The business planning process covers a five-year period and includes some projects to reinforce local networks mostly driven by age and condition of existing assets rather than a proposed network load. The period of the current Western Power Distribution Forward Plan¹⁶ published in August 2018 is 2018-2023. In addition to this forward plan WPD has also published in January 2018 a report on strategic network investment in the West Midlands¹⁷ up to 2030 which considers future growth across the region.

¹⁶ Available at: <https://www.westernpower.co.uk/docs/About-us/Our-business/Our-network/Strategic-network-investment/DSO-Strategy/WPD-DSO-Forward-Plan-August-2018.aspx>

¹⁷ Available at: <https://www.westernpower.co.uk/About-us/Our-Business/Our-network/Strategic-network-investment/West-Midlands.aspx>

3.2.5 Outside of the business planning process, WPD assesses the need for network reinforcement on the basis of planning applications received. WPD would expect the developer to pay for works to accommodate development. Where improvement works can accommodate more than one development, then the costs would be proportioned between the developers. Developers are also expected to pay for the connection to the local distribution network.

3.2.6 Within this context, WPD has confirmed that it has carried out a high-level assessment regarding all the sites within the pre-submission version of the local plan. Firstly, they consider the impact on the primary distribution network (132 kV, 66 kV. & 33 kV). Within WFDC the primary network considerations are;

- Kidderminster 132 kV/11 kV Power System Stabiliser (PSS) could provide capacity for both employment and housing developments.
- Stourport 132kV/11 kV PPS can also provide enough capacity.
- Wribbenhall 132 kV/11kV PPS can also provide enough capacity.

3.2.7 Where new developments trigger reinforcements, then the costs of the required capacity will be charged. In terms of timescales, general reinforcement at a primary substation would take approximately 18 months to 3 years from acceptance.

3.2.8 National Grid has also confirmed the specific development proposals within the Wyre Forest area are unlikely to have a significant direct effect upon National Grid's electricity transmission infrastructure.

Gas

3.2.9 Nationally the gas National Transmission System is managed by National Grid. The system delivers gas from a number of reception terminals to supply points across the country.

3.2.10 Locally, gas is distributed by Cadent which owns and operates the local gas distribution network covering the whole of the West Midlands region. Enhancement and management of the gas transmission and distribution networks are funded by Cadent as a regulated industry. The costs of maintaining, enhancing and reinforcing transmission and distribution networks are recovered from suppliers which use the gas network to transport their gas to the end user. This process is regulated by OFGEM which monitors and regulates transmission and distribution activities and the charges levied on gas suppliers.

3.2.11 Where developers wish to connect to the local gas distribution network, this can be through a range of utility infrastructure providers via Cadent. National Grid and Cadent have been consulted on the full range of sites contained within this pre-submission version of the IDP and have confirmed that it has no comments to make in response to this WFIDP consultation as no sites cause major changes to the current network.

3.2.12 It is also important to note that in March 2019 the government announced a policy intention to ban the installation of gas boilers in all new homes from 2025. Once this becomes legislation this will increase the use of heat pumps and heat networks and will need to be addressed in future iterations of this WFIDP.

Renewable Energy and Heat Networks

3.2.13 The EU's Renewable Energy Directive sets an overall target for 20% of the energy consumed in the European Union to come from renewable sources by 2020, with a UK target of 15% by 2020.

3.2.14 The Climate Change Act sets a legal requirement for the UK to achieve an 80% cut in carbon dioxide emissions from 1990 levels by 2050, with a series of five-year carbon budgets, including a 34% cut by 2020. The UK government ratified the Paris Agreement on Climate Change in November 2016. The Paris Agreement provides a framework for governments as well as business and investors to keep global warming well below 2°C, pursuing efforts to limit the global temperature increase to 1.5°C.

3.2.15 The Worcestershire Local Enterprise Partnership's (LEP) Strategic Economic Plan recognises 'agri-tech' (including green energy) as one of the county's three growth sectors. It also identifies as areas of concern an over-reliance on energy supplies from outside the county and an over-reliance on energy from non-sustainable sources. As part of the SEP's aspirations to create a world-class business location, it recognises that *"renewable energy generation has the potential to relieve pressures on the existing energy infrastructure, as well as providing potential employment opportunities and cost reductions"*.

3.2.16 Worcestershire County Council's 'Assessment of the capacity for large-scale renewable energy in Worcestershire' was commissioned in 2008 to determine the potential capacity for larger-scale renewable energy generation in Worcestershire. It was concluded that a suggested realistic target of 3.5% of energy consumption from renewables could be achieved by 2026 across Worcestershire. This relates only to large scale biomass, wind and hydro power schemes and excludes micro generation schemes.

3.2.17 Heat networks (district heating schemes) supply heat from a central source directly to homes and businesses through a network of pipes, so that individual homes and business do not need to generate their own heat on site, helping to reduce carbon emissions through energy efficiency. The Government has ambitious plans for heat networks in the UK. Initial results from modelling by the then Department of Energy and Climate Change indicated that up to 20% of UK domestic heat demand could be served by heat networks by 2030. Government set up a Heat Network Delivery Unit (HNDU) to assist local authorities to address capacity and capability challenges identified as barriers to heat network deployment in the UK. The Worcestershire LEP obtained HNDU funding and commissioned a heat demand mapping and energy master-planning study. Two potential district heat networks were identified in the Kidderminster area¹⁸; the viability of these could be significantly improved by their inclusion in future and local plan developments.

3.3 Water Issues

Context

¹⁸ Further information on potential heat networks in Worcestershire can be found at <https://www.wychavon.gov.uk/documents/10586/8551256/Worcestershire+Heat+Mapping+Final+Report.pdf/9d17fc5f-944d-c78b-fc31-93cb43cfa1c>

3.3.1 The main elements to consider in this section are as follows:

- Water resources and water supply;
- Waste water collection and treatment;
- Flood risk and flood management;
- Waterways infrastructure

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

3.3.3 In order to progress the WFLPR, WFDC has commissioned two key evidence bases which have been produced by JBA Ltd. These are:

- Water Cycle Study.
- Strategic Flood Risk Assessment.

3.3.4 Reference should be made to both documents which are available as part of the WFLPR evidence base. Key conclusions may be referenced here in the WFIDP but the full detail of both these reports has not been replicated in this WFIDP. These documents have been utilised to inform the site selection within this pre-submission WFIDP and WFLPR.

3.3.5 Both the Environment Agency and STWL have been involved in the progression of work on the WFLPR and this WFIDP.

Water Resources and Water Supply

3.3.6 The Water Cycle Study (WCS) reports that all proposed development sites in the WFLPR are located in the Environment Agency Catchment Abstraction Management Strategies (CAMS) of the Severn Corridor CAMS and the Worcester Middle Severn CAMS. Both CAMS have restricted water available for licensing so there is no overall preference for site selection in terms of available water resources.

3.3.7 The WCS records that all sites are in STWL Strategic Grid Water Resource Zone (WRZ). This means they fall in an already managed area and would therefore continue in the same way over the next 25 years. The Strategic Grid is likely to require significant investment in order to cope with rapid growth of housing, reduce unsustainable abstractions and to manage the long-term impacts of climate change. Despite this, Severn Trent commented that drinking water capacity in the Wyre Forest District is not expected to be a constraint for growth.

3.3.8 STWL Water Resource Management Plan considers supply and demand issues for the next 25 years. As development within Wyre Forest District occurs, it will be necessary to undertake detailed modelling of the water supply infrastructure to allow for appropriate infrastructure upgrades and local reinforcements. STWL concludes that it does not expect water supply infrastructure to be a constraint to development within the District.

Wastewater Collection and Treatment

3.3.9 The WCS reports that STWL completed a Sewerage System Capacity Assessment for all the development sites. Overall, 64% of the sites have capacity available to serve the proposed growth. From the remaining 36% of sites 27% would require infrastructure and/or treatment upgrades and 3% would have major constraints to growth.

3.3.10 In addition following this work STWL provided a further update for the sites scoring the sites on a low to high impact on sewerage treatment. This information can be found in the update WCS dated August 2018. Analysis of this information shows one site at Pearl Lane is considered to have a high impact on the local sewerage treatment works. Given the size of proposed development the site will require hydraulic modelling at the pumping station in Astley to determine capacity during the development management process.

3.3.11 Overall the WCS document concludes that for the majority of sites, there is capacity available. Some sites will require further modelling to assess and determine infrastructure and treatment upgrades or the provision of new infrastructure to prevent wastewater collection and treatment from being a major constraint.

Flood Risk and Flood Management

3.3.12 The Environment Agency (EA) is responsible for taking a strategic overview of the management of all sources of flooding and coastal erosion. It has operational responsibility for managing the risk of flooding from main rivers and reservoirs and coastal flooding. WCC is the Lead Local Flood Authority (LLFA) is responsible for local flooding from surface water, groundwater and ordinary water courses. In Wyre Forest District WCC has delegated some of the duties to North Worcestershire Water Management, which is a district council shared service covering Wyre Forest as well as Bromsgrove District Council and Redditch Borough Council areas. Wyre Forest District Council is a key partner in planning local flood risk management and can carry out flood risk management on minor watercourses, working with the LLFA, the EA, STWL and others including through taking decisions on development in their area which ensure that flood risks are effectively managed.

3.3.13 Flood risk in Wyre Forest was given careful consideration in the Strategic Flood Risk Assessment (SFRA) which was completed by JBA Ltd in August 2018.

3.3.14 The key conclusion from the SFRA is that areas of Wyre Forest are at high risk from flooding from both fluvial and surface water sources. The SFRA recommends that WFDC should use the information in the SFRA when deciding which development sites to include in the WFLPR.

3.3.15 Inter alia, the SFRA goes on to give advice on dealing with planning applications and drainage assessments and the promotion of SuDS.

3.3.16 In terms of future flood management in Wyre Forest, the SFRA suggests the following strategic solutions:

- Development should take a sequential approach, both for site allocation and for site layout as required by the NPPF and PPG.

- Upstream storage schemes are often considered as one potential solution to flooding. However, this is not a solution for everywhere. Upstream storage should be investigated fully before being adopted as a solution.
- Floodplain restoration represents a sustainable form of strategic flood risk solution, by allowing watercourses to return to a more naturalised state.

Any strategic solutions should ensure they are consistent with wider catchment policy and the local policies set out in the Local Plan.

Sustainable Drainage Systems

3.3.17 STWL's preferred method of surface water disposal is using a sustainable drainage system (SuDS) discharging to ground or open watercourses, with connection to the sewerage system seen as a last option.

Waterways Infrastructure

3.3.18 Wyre Forest district is fortunate to be home to some significant waterway infrastructure. WFDC have consulted with the Canal & River Trust in 2016, 2017 and 2018 regarding the development of this plan and have identified the impact on existing waterways infrastructure arising from the proposed growth. The impact on the Staffordshire & Worcestershire Canal which is located centrally in the district is noted. Up to 61% of the population of the district live within 1km of these waterways and may utilise it for recreation and commuting.

3.3.19 The canal towpath is an important car-free walking and cycling route for both leisure and walkers. Local planning policy seeks to encourage relevant developments to consider and link in to the canal network to unlock the potential of the towpath as a sustainable transport route. The quantum of development proposed near the waterway and towpath could increase use.

3.3.20 The following infrastructure projects have been identified to improve the facilities available to residents:

- Towpath improvements required in Kidderminster Town Centre, from Caldwell Hall Bridge (Bridge no.15, Castle road) north to approximately Lime Kilns Bridge (No.17). The towpath refurbishment costs at 2019 prices would be approximately £300,000 if it was delivered in its entirety. This would be for a 2m wide macadam pathway with bonded gravel finish over a distance of 1000m at £300 per linear metre;
- Canal bridge under walk at St Marys Ringway - local authority owned, to improve the canal environment and improve public safety it is considered that the sum of £20,000 would be required for painting / general improvement works;
- Lighting for the town centre towpath area between Kidderminster Bridge and Caldwell Hall Bridge (No.15) whilst a discussion on location of the lights, extent of the lighting and future ownership & maintenance would be required, £80,000 has been identified as the current figure likely required for installing these works;

- An additional £30,000 would be required to cover other minor works to canal accesses to improve their condition and ensure their continued provision as part of the sustainable network.

Funding Canal Towpaths Enhancements

3.3.21 Potential funding sources for the above enhancements include:

- The Canal & River Trust;
- Potential developer contributions on sites located in the immediate vicinity of the canal network¹⁹;
- CIL funding if the district should adopt a charging schedule in the future.

3.4 Telecommunications

Broadband

3.4.1 Broadband development across the whole of Worcestershire is driven by the Worcestershire Local Broadband Plan (WBLP), as agreed in May 2012. The Plan aims to drive economic growth across the County by improving broadband speeds for all residents and businesses. This will maximise opportunities for private sector investment in broadband and mobile technology, thus reducing the need for public sector funding. These priorities are echoed in WCC's Corporate Plan for which "Open for Business" is a priority and broadband is a key enabler for economic growth. This is fully supported by the business community and the Worcestershire Local Enterprise Partnership (LEP).

3.4.2 Traditionally, broadband is provided by ASDL (Asymmetric Digital Subscriber Line).

3.4.3 The WBLP recognises the need for upgrading the network across Worcestershire and has identified the distances between premises and the exchange as the biggest barrier to upgrading and supplying superfast broadband. ASDL is only able to travel up to 5 km., Provision of fibre to the cabinet (FTTC) has been the industry recognised standard over the last 5 years. WFDC and WCC are now following Government guidelines and moving to a preference to deliver fibre to the premises (FTTP). This type of broadband will often be delivered by suppliers at a relatively similar cost to FTTC and allows for future technological advances and is considered a lay and leave solution for the next 30 years by the broadband industry. Policy 24a of the WFLPR has been updated to reflect a preference for FTTP.

3.4.4 For the clear majority of residents and businesses in Worcestershire, broadband is supplied via terrestrial, fixed line networks. Two national infrastructure providers have competing networks in Worcestershire. The main provider in the county is British Telecom (BT) Openreach. BT is currently working on projects in conjunction with WCC to upgrade the network. Virgin Media also operates a terrestrial TV and broadband

¹⁹ At time of writing (October 2018) the following proposed allocated sites are considered to be in the immediate vicinity

- BW1 – Churchfields
- BW/2-Limekiln Bridge
- BHS/16 & 17 – Timber Yard Park Lane

network in parts of Worcestershire and is available in parts of Kidderminster, Bromsgrove and Redditch.

3.4.5 Worcestershire County Council is working with BT to increase access to Superfast Broadband in Worcestershire. As of December 2017, the coverage rate for the county is approximately 94% (c. 58,939 premises). Extended fibre coverage has been planned to increase this number further over the coming year²⁰.

New Developments

3.4.6 From a broadband perspective, Superfast Worcestershire would expect any new developments to conform to policy WFLPR 24A to ensure appropriate infrastructure is put in place to facilitate the provision of high-speed fibre broadband. Since November 2016, Openreach will deploy Fibre to the Premises (FTTP) free of charge into all new housing developments of 30 or more homes.

3.4.7 A form of fibre based broadband is offered to all new developments either for free or as part of a co-funded initiative. The aim is now to move to FTTP. It is estimated that 9 out of 10 new build homes could have access to free FTTP infrastructure if property developers register their scheme and contract with Openreach. This will gradually become facilitated through local plans, broadband outreach schemes and word of mouth in the development industry. In addition to BT other operators such as Virgin Media will now install FTTP for low or no cost creating an emerging competitive market for this product.

Mobile Telecommunications

3.4.8 The need to ensure suitable mobile phone coverage is also covered in WFLPR 24A. Developers will be expected to facilitate coverage of up to 5G. Worcestershire currently has a five test sites for 5G technologies²¹ however, none are located with Wyre Forest District. For future tests and key employment sites the provision of 5G technology will help attract future businesses to the district.

²⁰ Details of Superfast Broadband in Worcestershire can be found at www.superfastworcestershire.com

²¹ Details of the 5G test sites can be found at www.superfastworcestershire.com/complementary-schemes#5g

3.5 Waste Infrastructure

3.5.1 Relevant policy includes:

- Waste Policy 16C Wyre Forest Local Plan
- Waste Core Strategy (adopted 2012) Worcestershire County Council, particularly WCS 17 "Making provision for waste in all new development".

3.5.2 The waste management sector is a primary industry which is critical to the functioning of the economy. The EC Waste Directives are key drivers both in respect of waste management via the waste hierarchy and the need to attain self-sufficiency via the adoption of a waste plan (for Worcestershire this is the adopted Worcestershire Waste Core Strategy, 2012).

3.5.3 The evidence base distinguishes between the responsibilities for:

- a. Local Authority Collected Waste (LACW) which is mainly collected from households. In Worcestershire this is managed jointly with Herefordshire in partnership between the local authorities through a PFI contract with Mercia Waste Management.
- b. Commercial and Industrial Waste (C&I) which is waste from businesses, including agricultural waste, and is managed by the private sector (though with some district council involvement in commercial waste collection).
- c. Construction & Demolition Waste (C&D) which arises from building works or similar operations and is managed primarily by the private sector (though with some collection at public sector Household Recycling Centres).
- d. Hazardous Waste which often needs specialist facilities to manage it, primarily by the private sector (though with some collection at public sector Household Recycling Centres).

3.5.4 The Worcestershire Waste Core Strategy plans for the waste management capacity which is equivalent to the amount of waste that is produced in the county. The need is calculated on waste production and on what is required to meet European, national and local recycling targets. Conclusions are drawn on a phased basis up to 2035 on the capacity gap and the consequent total land requirement. WCC's Minerals and Waste Annual Monitoring Report monitors the capacity gap and whether targets are being met.

3.5.5 The private sector management of C&I, C&D and Hazardous Waste is governed by both market forces and the Waste Core Strategy. A key issue in ensuring sufficient waste management capacity is to ensure the provision of sufficient land and is likely to involve waste management businesses being developed on some of the allocated employment and industrial land in Wyre Forest.

3.5.6 In relation to WCC's facilities to manage LACW, it is expected that existing facilities can cope with the planned increase in housing demand across Worcestershire through until the end of the PFI contract. The proposed increase in housing from the emerging Wyre Forest Local Plan has not yet formed part of this assessment, and further analysis of predicted growth in demand will be made once there is greater certainty of the housing numbers and the chosen development strategy at the Pre-Submission stage.

4.0 Social Infrastructure

4.1 Education

Forward

4.1.1 This chapter considers the potential sites put forward for allocation under the WFLP Pre-Submission Consultation October 2018. In consideration, WCC has set out its response regarding the impact of the proposals on education infrastructure. This includes a range of possible measures that may be considered to best accommodate the proposals.

4.1.2 The education infrastructure requirements outlined below have been developed based on the pre-submission sites and form part of the infrastructure evidence base. As such the requirements have been developed by WCC officers to support development of the WFLP and will be subject to further work as the WFLP progresses.

Introduction

4.1.3 This section of the WFIDP analyses the impact of the latest version of the WFLP on education provision across the Wyre Forest education pyramids²². The housing proposed will lead to an increase in the 0-19-year-old population, with a consequential demand for additional school places for all types of education from early year's provision for children aged 2-4 years old to post-16 and Special Educational Need (SEN) provision.

4.1.4 WCC as the Local Authority responsible for education has a statutory duty under the Education Act 1996 to ensure that there is a sufficiency of school places for all children of statutory school age²³ living in Worcestershire and whose parents/carers apply for a place at a state funded school.

4.1.5 Strategic planning for school places is undertaken by WCC's Children, Families and Communities Directorate (CFC) and their assessments and means of forecasting are set out in the County Education Planning Obligations Evidence Base²⁴. These forecasts are updated annually, taking account of changes in birth rates and trends in parental preferences for individual schools.

4.1.6 The forecasting process is a dynamic one which includes but is not limited to the need to respond to changing proposals, demographics and parental preference. WCC

²² Worcestershire is organised into 16 Education Planning Areas (EPAs). Within each EPA there is at least one high school with feeder primary schools, forming a pyramid. Wyre Forest District contains the EPAs of Bewdley, Kidderminster, Stourport and part of Hagley and part of Droitwich within its district.

²³ <https://www.gov.uk/schools-admissions/school-starting-age>

²⁴ Available at:

http://www.worcestershire.gov.uk/downloads/file/6817/education_planning_obligations_evidence_base

recognises the benefits of maintaining a 5% surplus in each local area to allow flexibility to respond to issues such as short-term demographic changes and internal migration. Responses to applications take into account the desire to maintain a 5% surplus within an area. WCC has summarised its latest evidence for WFDC in the section below.

4.1.7 The school landscape has changed significantly following alterations in national education policy. Academies²⁵ and free schools²⁶ receive public funding but are independent of the Local Authority. As at 1st March 2019, there were 104 academies, 3 free schools and 94 maintained schools in Worcestershire. Under current legislation there is a national presumption that any new school will be a free school. This does not preclude the need for developer contributions and the Department for Education (DFE) issued guidance in April 2019 to help local authorities secure appropriate developer contributions for education.

4.1.8 These changes to school organisation have changed the role of WCC from being a direct provider of school places to one of commissioner. Additional school places to support population growth from all sources, including housing development, must be negotiated with new or existing providers to ensure there is a sufficiency of overall provision. WCC does not have powers to compel academies or free schools to provide additional places but can set out the additional number of places that would need to be commissioned in that area as a result of development or population growth.

4.1.9 A summary of the evidence showing the numbers of additional school places needed to mitigate the proposed housing development is set out below. Extensions and alterations to schools have a shorter lead in time and a lower cost compared to a new school. Overall therefore, extensions and alterations provide better value for public funding. However, where extensions or alterations are not appropriate there may be a need to build a new school, particularly on large housing sites with on-site provision. It should be noted that this data is a snap shot of the current situation and that as school numbers can and do change, all planning applications will be considered individually on the evidence available at the point of application. WCC expects, where possible, to mitigate some of the planned growth by utilising spare education infrastructure capacity (places).

4.1.10 For purposes of clarity, the figures indicated below are the total cost of educational infrastructure required to mitigate the impact of housing growth proposed in the WFLP. Costs are as of April 2019 and reflect the proposed options within the WFLP. Named sites are allocations unless otherwise specified.

4.1.11 WCC are currently consulting on the Draft Worcestershire Education Planning Obligations Policy 2019²⁷. Changes to the current education policy may be adopted during the lifetime of the Wyre Forest Local Plan. This updated education policy may

²⁵ Academies are state-funded schools that are run by a governing body and are independent of the local council.

²⁶ Free schools are state funded schools that can be run by charities, universities, independent schools, community groups, teachers, parents, businesses and are independent of the local council.

²⁷ [Draft Worcestershire Education Planning Obligations Policy 2019](#)

create changes to future updates of the WFIDP and the Wyre Forest Planning Obligation Policy.

Wyre Forest District Area

Context

4.1.12 The provision of education in the Wyre Forest District area is arranged in a two-tier system with primary and secondary schools. At the time of writing (April 2019) secondary school numbers have been low as a natural dip in demographic numbers move through the school system. However, current secondary school numbers are now beginning to increase and larger cohorts from primary pupil numbers are set to transition through to the secondary school phase of education.

4.1.13 Schools are typically arranged in forms of entry. One form (1FE) being a class of 30 children per year group. Estimated costs of a typical expansions or new build schools are set out below. These costs are approximate for a typical traditional brick build construction to a WCC standard specification in line with the space standards set out in the Department for Education Building Bulletin 103, they do not account for any abnormal costs or variances in site.

New School and Expansion Costs

4.1.14 The current²⁸ costs of school expansions and new schools are set out below. Half forms of entry expansions are usually more difficult to realise as schools are reluctant to run mixed age classrooms. It is recognised that having mixed age groups within one classroom can make teaching more challenging. Schools which already operate mixed age classes may be best placed to expand by a 1/2FE to create single age groups classes.

Primary Schools

- *Estimated Infrastructure Cost per 1/2 FE Expansion £2,106,810 (ex. VAT and Land²⁹).*
- *Estimated Infrastructure Cost per 1FE Expansion and nursery £3,998,698 (ex. VAT and Land³⁰).*
- *Estimated Cost of New 1FE Primary School £4,974,487 (ex. VAT and Land).*
- *Minimum land size requirement for a new 1FE Primary School and nursery is 1.2ha.*
- *Estimated Cost of New 2FE Primary School and nursery £8,391,438 (ex. VAT and Land).*
- *Minimum land size requirement for a new 2FE Primary School and nursery is 2.02ha.*

Secondary Schools

- *Estimated Infrastructure Cost per 1FE secondary school expansion £4,205,609 (ex. VAT and land³¹).*

Kidderminster

4.1.15 The cumulative impact of the potential sites in Kidderminster and adjacent urban extensions totals 3,979 dwellings. This creates the need for:

- 112 additional school places per year group across all phases of education

4.1.16 Across the Kidderminster pyramid of primary schools there is currently an average surplus of 24 pupil places per year group. As at October 2018 there were 4,903 pupils on roll in Kidderminster primary schools against 5,073 places. This equates to less than one form of entry (1FE) and equates to 3.3% surplus across the area.

4.1.17 Multiple options to respond to the demand for places generated from new housing will need to be considered. The requirements may be geographically spread responding to the location of the proposed developments, with consideration being given to promote walking and sustainable modes of travel and reduce journey times from home to school sites. Broadly speaking this analysis splits the development into three areas: Kidderminster Town, Lea Castle Village and the Kidderminster Eastern Extension including Stone Hill North. The chosen split and the sites included in each split are shown in table 4A. Based on current pupil yield the primary and secondary requirements listed detail the maximum provision that may be required.

²⁹ Where an expansion is required, it is anticipated that there will be enough land available on site to undertake the expansion.

³⁰ Where an expansion is required, it is anticipated that there will be enough land available on site to undertake the expansion.

³¹ Where an expansion is required, it is anticipated that there will be enough land available on site to undertake the expansion.

Table 4A – Sites Split by Education Area in and near Kidderminster

Education District	Sites (Excludes sole employment sites)	Total Dwellings	Primary Requirements	Secondary Requirements
Kidderminster Town	AS/1, AS/3, AS/5, AS/6, AS/20, BHS/2, BHS/16, BHS/18, BHS/38, BHS/39, BW/1, BW/2, BW/3, BW/4, FHN/11, FPH/5, FPH/10, FPH/15, FPH/18, FPH/19, OC/11, WFR/WC/18, WAKF/3.	1139 ³²	32 pupil places per year group across all phases A combination of options to meet the need for 1 form of entry primary provision across Kidderminster	112 pupil places per year group across all phases Four x 1FE expansions will be required to support secondary provision across Kidderminster
Lea Castle Village	WFR/WC/15, WFR/WC/32, WFR/WC/33, WFR/WC/34.	1400	39 pupil places per year group across all phases Creates the need for 1.5 forms of entry primary provision across Kidderminster. This will result in a new 2FE school being established.	
Kidderminster Eastern Extension	OC/5, OC/6, OC/12, OC/13(N).	1440	41 pupil places per year group across all phases Creates the need for 1.5 forms of entry This will result in a new 2FE school being established.	

³² Excludes FPH/23 Silverwoods Extra Care Facility for 59 dwellings as these are excluded from education obligations due to the low impact on education infrastructure.

4.1.18 The education costs are summarised in table 4B below. The figures are calculated as at April 2019. Further explanations of the options are below the table.

Table 4B - Estimated Kidderminster Education Infrastructure Costs

Location	Proposed Dwellings	Total Proportionate Cost of Primary Phase Infrastructure ³³	Total Proportionate cost of Secondary Phase Infrastructure
Churchfields (BW/1)	231	£746,194	£1,041,607
Land at Low Habberley (WA/KF/3)	120	£387,633	£541,094
Lea Castle Hospital (WR/WC/15)	600	£6,499,996 Contribution towards the cost of a new primary school	£6,312,768
Lea Castle East (WFR/WC/32)	300		
Lea Castle West (WFR/WC/33)	400		
Lea Castle North (WFR/WC/34)	100		
Stone Hill North (OC/13N)	1100	£6,499,996 Contribution towards the cost of a new primary school	£6,312,768
Land East of Offmore Farm (OC/6)	300		
Other Kidderminster sites (less than 100 dwellings each)	828 ³⁴	£2,674,669	£3,733,551
TOTAL KIDDERMINSTER	3979	£ 16,808,488	£17,941,788

³³ Total costs for primary and secondary are for build costs only and do not include land costs. Costs are indicative costs only and are non-site specific, based on mid-range space standards of building bulletin 103 and presume no abnormal costs.

³⁴ Total other Kidderminster sites excludes Churchfields (BW/1), Low Habberley (WA/KF/3) and Silverwoods (FPH/23) and includes Husum Way (OC/5) and Comberton Lodge Nursery (OC/12).

Primary Phase – Current Situation April 2019

Kidderminster Town

4.1.19 The primary school education need created from Kidderminster town is shown in table 4A with potential cost shown in table 4B. The combination of options to meet the additional 1FE required could include two ½ FE expansions, one 1FE expansion or if none of these are available a new 1FE primary school. Current Government funding guidance sets a preference for schools larger than 1FE. WCC prefers not to establish 1FE schools in line with Government guidance as they are not as easy to run.

Lea Castle Village

4.1.20 The primary school education need created from Lea Castle village is shown in table 4A with potential cost shown in table 4B. This site generates the need for an additional 1.5FE but as WCC will not establish a 1.5FE due to mixed age classes the school would be established as a new 2FE school as per Local Plan policy.

Kidderminster Eastern Expansion

4.1.21 The primary school education need created from the Kidderminster eastern expansion is shown in table 4A with potential cost shown in table 4B. The site generates the need for an additional 1.5FE but as WCC will not establish a 1.5FE due to mixed age classed the school would be established as a new 2FE school as per Local Plan policy.

Secondary Phase - Current Situation April 2019

4.1.22 In September 2018, an increase in the number of pupils entering the secondary phase reduced the operational surplus to 8.2% equating to 51 spare places in Year 7, much of this surplus is in the West of Kidderminster. Current indication is that pupil numbers transferring from the primary phase will breach secondary school PANs in 2023 and insufficient places will exist in Kidderminster secondary schools.

4.1.23 The secondary school education need created from the all sites in and near to Kidderminster are shown in table 4A with potential costs shown in table 4B. The combined sites generate the need for four 1FE expansions to secondary schools.

4.1.24 Infrastructure costs for school expansions and new schools are expected to be met by combining contributions from multiple sites across Kidderminster. Where demographic growth and housing growth exist in the same area, basic need funding will be required in addition to developer contributions.

4.1.25 WCC will engage with secondary schools in the area to establish whether there is additional capacity to expand on site and whether the schools are willing to deliver the additional capacity. If there is an insufficient offer of places from existing schools, WCC will need to commission new secondary provision. The type, size and location of any new provision will be determined through consultation with stakeholders and subject to approval by County Councillors.

Stourport

4.1.26 The cumulative impact of the potential sites being considered for plan allocation for Stourport and adjacent urban extensions totals 1,069. The cumulative impact is set out as follows and equates to the number of school places that are forecast to be required by the end of the plan period:

- 30 additional school places per year group across all phases of education

4.1.27 Due to the location of the sites multiple options to meet demand will need to be considered. The number of places required is a difficult number to provide school places for as the number is geographically split across the area creating transport issues across the town. The identified sites are set out in table 4C below. The table sets out the maximum number of primary and secondary school places that may be required based on current information.

4.1.28 The education costs are summarised in table 4D below. Table 4D only shows the highest cost option based on a 1FE expansion. The figures are calculated as at April 2019. Further explanation of the options is offered below the table.

Table 4C - Sites Split by Education Area in and near Stourport

Education District	Sites (Excludes sole employment sites)	Total Dwellings	Primary Requirements	Secondary Requirements
Stourport	AKR/2, AKR/7, AKR/10, AKR/14, AKR/18, AKR/20, LI11, MI/1, MI/5, MI/6, MI/7, MI/11, MI/24, MI/38	1069	30 pupil places per year group A combination of options to meet the need for 1 form of entry primary provision across Stourport.	30 pupil places per year group One x 1FE expansion will be required to support secondary provision across Stourport.

Table 4D - Estimated Stourport Education Infrastructure Costs

Location	Proposed Dwellings	Total Proportionate Cost of Primary Phase Infrastructure	Total Proportionate Cost of Secondary Phase Infrastructure
Pearl Lane Areley Kings (AKR/14)	250	£933,030	£1,127,280
Land west of former school site, Coniston Crescent (LI/11)	200	£746,424	£901,824
School Site Coniston Crescent (MI/38)	115	£429,194	£518,549
Carpets of Worth (AKR/20)	110	£410,533	£496,003
Steatite Way (MI/6)	106	£395,605	£477,967
Other Stourport sites (less than 100 dwellings each)	288	£1,074,850	£1,298,627
TOTAL STOURPORT	1069	£3,989,634	£4,820,249

Primary Phase – Current Situation April 2019

4.1.29 Across the Stourport pyramid of primary schools there are currently 1,705 pupils on roll against 1,870 available places, equating to an average surplus of 23 pupil places per year group. These equate to 8.8% surplus. The primary school education need created from Stourport is shown in table 4C with potential cost shown in table 4D. The combination of options to meet the additional 1FE required could include two ½ FE expansions, one FE expansion or if none of these are available a new 1FE primary school.

Secondary Phase - Current Situation April 2019

4.1.30 There is only one high school in Stourport which is currently operating with a surplus capacity of 19 places per year group equating to 8.75%. However, demographic growth from large cohorts transferring from the primary schools is set to rise steadily. Proposals are in hand to expand the high school by 1FE for September 2019 to meet current demographic need. Further expansion to meet housing growth may be required.

4.1.31 The secondary school education need created from the proposed site allocations in Stourport is shown in table 4C with potential costs shown in table 4D. The combined sites generate the need for one 1FE expansion to the secondary school.

Stourport High School is an academy secondary school and further consultation will be required to commission additional places with agreement from the school.

Bewdley

4.1.32 The potential sites being considered for plan allocation for Bewdley proposes 225 dwellings. The cumulative impact is set out as follows and equates to the number of school places that are forecast to be required by the end of the plan period:

- 7 additional school places per year group across all phases of education

Rural Wyre Forest

4.1.33 In addition, the potential sites being considered for plan allocation for the rural villages proposes 65 dwellings. The cumulative impact is set out as follows and equates to the number of school places that are forecast to be required by the end of the plan period:

- 2 additional school places per year group across all phases of education

4.1.34 Multiple options to meet demand will need to be considered. This is a difficult number to provide school places for as the sites are geographically split across the area creating transport issues across the town and surrounding area. The identified sites are set out in table 4E below. The table sets out the maximum number of primary and secondary school places that may be required based on current information.

4.1.35 The education costs are summarised in table 4F below. Further explanation of the options is offered below the tables.

Table 4E - Sites Split by Education Area in and near Bewdley

Education Pyramid	Sites	Total Dwellings	Primary Requirements	Secondary Requirements
Bewdley	BR/BE/1, WA/BE/1, WA/BE/3, BR/BE/5,	225	A contribution on a cost per dwelling would be sought to seek additional nursery and primary school places.	A contribution on a cost per dwelling would be sought to seek additional school places at The Bewdley High School and Sixth Form Centre.
Rural Villages	BR/RO/2, BR/RO/21, WA/UA/1, WA/UA/4, WA/UA/6, WFR/CC/8, WFR/WC/36, WFR/WC/37.	65	A contribution on a cost per dwelling would be sought to seek additional nursery and primary school places.	A contribution on a cost per dwelling would be sought to seek additional school places at The Bewdley High School and Sixth Form Centre.

Table 4F - Estimated Bewdley Education Infrastructure Costs

Location	Proposed Dwellings	Total Proportionate Cost of Primary Phase Infrastructure	Total Proportionate Cost of Secondary Phase Infrastructure
Bewdley	225	£726,812	£1,014,552
Rural Wyre Forest	65	£209,968	£293,093
TOTAL BEWDLEY	290	£ 936,780	£1,307,645

Primary Phase – Current Situation April 2019

4.1.36 Across the Bewdley pyramid there is currently an average surplus capacity of 1 pupil per year group. This equates to an average of 9.8% surplus.

Secondary Phase - Current Situation April 2019

4.1.37 There is only one high school serving the Bewdley area. The school is currently full in 3 out of 5 year groups and there is very little surplus capacity. In the future, an expansion may be required to allow for a sufficiency of school places.

Table 4G - Total Education Infrastructure Cost and Expected Contributions from Sites within the Local Plan

Area	Total Cost of Primary Phase Infrastructure	Expected Primary Phase Contribution	Total Cost of Secondary Phase Infrastructure	Expected Secondary Phase Contribution
Kidderminster	£ 16,808,488	£13,062,824	£17,941,788	£13,763,815
Stourport	£3,989,634	£2,816,801	£4,820,249	£3,931,953
Bewdley	£726,812	£678,358	£1,014,552	£946,915
Rural Wyre Forest	£209,968	£0	£293,093	£0
Total	£21,734,902	£16,557,983	£24,069,682	£18,642,683

4.1.38 Table 4G above shows the estimated total cost of infrastructure for the potential sites in the Wyre Forest area being considered for plan allocation. This is based on inputting the highest cost from the options listed above for each of the areas.

- These costs will change over time as Wyre Forest District Council and WCC refine the options within the local plan review.
- S106 developer contributions will be sought where appropriate for sites which have already come forward and surplus places over and above the 5% operating surplus have been taken into consideration. Contributions will continue to be sought on all eligible sites.
- WCC receives basic need funding from the Department for Education to address demographic growth and wherever possible will seek to align demographic growth projects with projects arising from housing growth.
- Where pupil numbers are low in an area at the time development comes forward it may be possible to absorb some or all the impact of that development using the existing spare capacity.

4.1.39 The methodology for calculating contributions can be found within the [Education Evidence Base](#) document published on the WCC website.

Schedule of individual site contributions

4.1.40 Table 4H below shows the expected primary and secondary education contributions. Where sites have already been granted permission the contribution, in most cases, is the minimum amount required based on the number of dwellings detailed in the outline planning application and may be subject to change pending entering into a legal agreement.

4.1.41 Where sites are yet to come forward, contributions are estimated based on the cost per dwelling formula at the date of this document and may be subject to change. This is indicated in the status column with a value of E (Estimated contribution) or A (Agreed contribution).

4.1.42 The costings at large sites marked (*) may be required to contribute to new school provision and the costs for primary school infrastructure represent a cost based on the number of pupil places generated by the potential development. For example, where a development of 500 dwellings is proposed this may be required to contribute to a new school at either 1FE (30 places), 2FE (60 places) or 3FE (90 places). The current methodology identifies that 500 dwellings are estimated to yield 15 pupil places per year group. This equates to 15/30ths of a new 1FE primary school.

Table 4H - Individual Site Contributions

Site Reference	Settlement	Site	Dwellings	Primary Contribution to Education (£)	Secondary Contribution to Education (£)	Status Planning Ref.
AS/1	Kidderminster Town	Comberton Place	23	0	0	15/0380/FULL
AS/3	Kidderminster Town	Chester Road Service Station	10	0	0	17/0617/OUTL
AS/5	Kidderminster Town	Victoria Carpets Sports Ground	45	0	0	17/0511/OUTL
AS/6	Kidderminster Town	Lea Street School	24	0	0	
AS/20	Kidderminster Town	Land North of Bernie Crossland Walk	9	0	0	
BHS/2	Kidderminster Town	Bromsgrove Street	35	84,788	110,591	E
BHS/16	Kidderminster Town	Timber Yard Park Lane	55	133,238	173,786	E
BHS/18	Kidderminster Town	Blakebrook School ³⁵	41	0	0	17/0780/FULL
BHS/38	Kidderminster Town	Fire Station, Castle Road, Kidderminster	20	0	0	
BHS/39	Kidderminster Town	Boucher Building	10	0	0	
BW/1	Kidderminster Town	Churchfields ^{*36}	231	0	0	18/0285/OUTL

³⁵ BHS/18 - no contribution sought on planning reference: 17/0780/FULL - existing capacity in catchment area schools at time of submission.

³⁶ BW/1 – Original planning reference: 15/0514 for 95 dwellings. New Planning Reference: 18/0285/OUTL April 2018. Subject to viability.

Site Reference	Settlement	Site	Dwellings	Primary Contribution to Education (£)	Secondary Contribution to Education (£)	Status Planning Ref.
BW/2	Kidderminster Town	Limekiln Bridge	80	258,422	360,730	E
BW/3	Kidderminster Town	Sladen	72	232,580	324,657	E
BW/4	Kidderminster Town	Land South of Stourbridge Road	91	191,890	250,325	18/0163/OUT
FHN/11	Kidderminster Town	BT Mill Street	40	129,211	180,365	E
FPH/5	Kidderminster Town	Ambulance Station Stourport Road	12	0	0	
FPH/10	Kidderminster Town	British Sugar Phase 2 ³⁷	58	0	0	18/0446/FULL
FPH/15	Kidderminster Town	Severn Grove	12	0	0	E
FPH/18	Kidderminster Town	Naylors Field, Sutton Park Rise ³⁸	35	113,060	157,189	E
FPH/19	Kidderminster Town	164 & 165 Sutton Park Road	4	0	0	18/0649/OUTL
OC/5	Kidderminster Eastern Ext	Land at Husum Way	30	96,908	135,274	E
OC/6	Kidderminster Eastern Ext	Land East of Offmore Farm*	300	1,392,856	1,352,736	E
OC/11	Kidderminster Town	Stourminster School	56	180,895	252,511	E
OC/12	Kidderminster Eastern Ext	Comberton Lodge Nursery	10	0	0	E

³⁷ FPH/10 – no contribution sought on planning reference: 18/0446/FULL - sufficient capacity in catchment area schools at time of submission.

³⁸ FPH/18 - Former Birchen Coppice Playing Field – falls across two primary school catchment areas

Site Reference	Settlement	Site	Dwellings	Primary Contribution to Education (£)	Secondary Contribution to Education (£)	Status Planning Ref.
OC/13(N)	Kidderminster Eastern Ext	Land at Stone Hill (North)*	1100	5,107,140	4,960,032	E
WFR/WC/15	Kidderminster Lea Castle Village	Lea Castle Hospital* ³⁹	600	1,039,920	1,356,600	17/0205/OUTL
WFR/WC/18	Kidderminster	Sion Hill School ⁴⁰	56	0	0	18/0529/FULL
WA/KF/3	Kidderminster Town	Land at Low Habberley	120	387,633	541,094	
WFR/WC/32	Kidderminster Lea Castle Village East	East of Lea Castle*	300	1,392,856	1,352,736	E
WFR/WC/33	Kidderminster Lea Castle Village West	Lea Castle Extension West*	400	1,857,142	1,803,648	E
WFR/WC/34	Kidderminster Lea Castle Village North	Lea Castle Axborough Lane*	100	464,285	450,912	E
AKR/2	Stourport	Cheapside	72	232,580	324,657	E
AKR/7	Stourport	Swan Hotel / Working Men's Club	20	0	0	E
AKR/10	Stourport	Queens Road Areley Kings	22	0	0	E
AKR/14	Stourport	Pearl Lane Areley Kings	250	807,569	1,127,280	E
AKR/18	Stourport	Land at Yew Tree Walk	85	274,573	383,275	

³⁹ WFR/WC/15 – Planning Reference: 17/0205/OUTL for part of Lea Castle Hospital site with education obligation calculated as at 2017.

⁴⁰ WFR/WC/18 – Planning reference: 18/0529/FULL Submitted for 84% affordable dwellings – no contribution sought.

Site Reference	Settlement	Site	Dwellings	Primary Contribution to Education (£)	Secondary Contribution to Education (£)	Status Planning Ref.
AKR/20	Stourport	Carpets of Worth	110	355,330	496,003	E
LI/11	Stourport	Land West of Former School Site	200	646,055	901,824	E
MI/1	Stourport	County Buildings	40	129,211	180,364	E
MI/5	Stourport	Baldwin Road ⁴¹	19	0	0	E
MI/6	Stourport	Steatite Way ⁴²	106	0	0	19/0150/FULL
MI/7	Stourport	Worcester Road Car Sales ⁴³	15	0	0	E
MI/11	Stourport	3 Sandy Lane, Titton	13	0	0	E
MI/24	Stourport	Adj. Rock Tavern, Wilden Lane	2	0	0	E
MI/38	Stourport	Stourport High School Land off Coniston Crescent	115	371,482	518,549	E
BR/BE/1	Bewdley	Bewdley Fire Station	15	0	0	E
BR/RO/2	Rural Wyre Forest	Lem Hill Nurseries	20	0	0	E
BR/RO/21	Rural Wyre Forest	Alton Nurseries Bewdley	4	0	0	18/0413/FULL
WA/BE/1	Bewdley	Stourport Road Triangle	100	323,028	450,912	E

⁴¹ MI/5 – 54 dwellings - Various planning applications submitted for this site 05/0481, 15/0429, 15/0716, 16/0603, 16/0470 broken into smaller parcels of land. Contribution indicated in table above is for remaining site 19 dwellings.

⁴² MI/6 - Steatite Way – Midland Plastics previously 15/0623. New application 19/0150/FULL – no contribution due to demographic movement.

⁴³ MI/7 – Planning Reference: 14/0027/OUTL now expired – previously ka Chichester Caravans

Site Reference	Settlement	Site	Dwellings	Primary Contribution to Education (£)	Secondary Contribution to Education (£)	Status Planning Ref.
WA/BE/3	Bewdley	Catchems End	75	242,271	338,184	
WA/BE/5	Bewdley	Land South of Habberley Road	35	113,060	157,819	E
WA/UA/1	Rural Wyre Forest	Land at Shatterford	16	0	0	E
WA/UA/4	Rural Wyre Forest	Allotments Upper Arley	10	0	0	E
WA/UA/6	Rural Wyre Forest	Red Lion Car Park Bridgnorth Road	2	0	0	E
WFR/CC/8	Rural Wyre Forest	Land at Fold Farm	6	0	0	E
WFR/WC/36	Rural Wyre Forest	Rock Tavern Car Park, Caunsall	3	0	0	E
WFR/WC/37	Rural Wyre Forest	Land at Caunsall Road, Caunsall	4	0	0	E

Figures rounded up or down to nearest whole £

4.1.43 WCC is currently consulting on changes to the Draft Education Planning Obligations Policy in line with guidance published by the DFE. If approved, changes proposed to the pupil yield methodology, the inclusion of early years and special education needs provision, exemptions from education contributions and calculations of contributions will be implemented following the consultation. This means that sites previously considered exempt may not now be exempt.

EARLY YEARS

4.1.44 The Childcare Act 2006 section 6, states that local authorities should secure sufficient childcare for working parents to access good quality education provision for two-, three- and four-year olds. The DFE recognises that the location of the setting and proximity to the parents' house are predominant factors in shaping parent's decisions. Additionally, parents are more likely to choose a setting where an older sibling is already at school.

4.1.45 Under the Childcare Act 2016, local authorities have a statutory duty to provide up to 30 hours of childcare a week for those parents who require a place. Where appropriate, WCC have included nursery provision alongside new primary schools.

SPECIAL EDUCATIONAL NEEDS

4.1.46 WCC has a statutory duty to ensure sufficiency of Special Educational Needs (SEN) provision to allow for all those who require a place in Worcestershire. SEN place requirements are forecasted on an annual basis and places are adjusted as appropriate. On average 1.8% of the total mainstream school pupils access a place in an SEN School.

4.1.47 The proposed additional housing will increase the number of SEN places required. The change will be incremental over the course of the plan period and will allow places to be added in a timely manner where appropriate.

4.1.48 In addition, WCC is currently looking to establish an Alternative Provision Primary School for pupils aged 4-11 in the WFDC area. This new specialist provision will support current provision on offer within the area. Potential sites are currently being considered which include the former Sladen Middle School site.

POST-16 EDUCATION AND TRAINING

4.1.49 Young people have to remain at school until the end of June of the school year in which they become 16. This is the upper limit of statutory school age. However, all young people are now required by law to continue in education or training until at least their 18th birthday. This does not have to take place at a school and can be accessed through a range of different providers and employers.

4.1.50 The Education and Skills Funding Agency (ESFA) fund post-16 education with WCC having a statutory responsibility to secure sufficient, suitable post-16 education and training to meet the reasonable needs of all young people in Worcestershire. This ongoing strategic planning responsibility is defined as securing sufficient suitable education and training provision, in terms of volume, mix and balance, and location, meeting economic and community need and quality of provision, for all young people in their area who are over compulsory school age but under 19 or, aged 19 to 25 and for whom an Education, Health and Care Plan (EHCP) is maintained.

4.1.51 Secondary schools in the WFDC area provide education provision for pupils up to the age of 19. The secondary school costs set out in the estimate of infrastructure cost tables include a calculation for post 16 provision. In recognition that not all pupils will remain in a school setting until 19, the required level of mitigation sought by WCC for

post-16 has been calculated as being equivalent to 1 academic year group across years 12 and 13.

4.1.52 Where opportunities exist, WCC and the LEP will seek to work with developers to maximise apprenticeship, training and employment opportunities for young people in the house building, construction and related support service trades, in line with the Government strategy on Raising the Participation age (RPA).

4.2 Health and Public Health

Context

4.2.1 In the WFLPR, health and well-being are considered as an overarching theme which interacts with planning and development activities. Opportunities for health and well-being protection will arise from the planned development within Wyre Forest District. As such, it should be delivered through the various Local Plan Review policies and infrastructure themes. The policy context and key policy for health is considered under policy WFLPR: 9 and cross reference should be made to that policy in the WFLPR. The remainder of this section is focused on health infrastructure.

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

- The abolition of the Primary Care Trusts and Strategic Health Authorities.
- The Creation of a GP led Clinic Commissioning Group (CCG) which has the responsibility to commission healthcare provision. There is a specific CCG for Wyre Forest, which works collaboratively with the other CCGs in the county.
- The creation of a local Worcestershire Health & Wellbeing Board. It has a remit to plan how best to meet the needs of the local population whilst tackling local health inequalities and strategically planning for local health and social care services.
- The creation of NHS Property Services, a limited company owned by the Department of Health.

4.2.3 All these health bodies in the Wyre Forest area were consulted through a providers consultation, plus the Worcestershire Acute Hospitals NHS Trust. This was done in summer 2016, again in autumn 2016, again in spring 2018 and finally in spring 2019. The responses received for these consultations are considered below.

Response from Wyre Forest CCG

4.2.4 Responses to the WFIDP consultation were received from WFCCG in September 2016, December 2016, May 2018 and March 2019. The responses made clear the additional scale of development proposed would have implications in terms of GP healthcare provision. This is particularly so in Kidderminster and Stourport. For Bewdley and the rural areas of the district the WFCCG suggest sufficient GP provision is available to cope with the proposed growth.

GP Premises

4.2.5 Generally the CCG consider the GP Services buildings to be in a reasonable state of repair. The exception is York House Medical Centre, Stourport which was identified as being of poor physical standard.

4.2.6 While there are gaps in the data on the basis of the information available there are currently likely to be shortfalls in the primary care estate in Wyre Forest at Stourport

Health Centre, The Church Street Surgery (Kidderminster), Stanmore House Surgery (Kidderminster), and York House Medical Centre (Stourport) (because of poor condition of the building rather than size).

4.2.7 Wyre Forest CCG is currently involved in two schemes being proposed for primary care, with Outline Business Case work for new premises in progress for each. These are for the two Stourport practices (York House Medical Centre and Stourport Health Centre) to merge into combined new premises, and for Stanmore House Surgery in Kidderminster. Stourport health centre lease expires in 2020/21 when the current lease on the Health Centre expires and cannot be extended.

4.2.8 Otherwise the area is well provided with suitable buildings and in specific very local areas likely to be overprovided for primary care premises.

Local Development Plan Impact

4.2.9 The Local Development Plan (LDP) identifies a number of sites and a calculation has been made on the impact of these sites on primary care space. This is a theoretical number that would be used to apply for an s106 contribution from the developer, based on the amount of additional space required and is a reasonable guide to the impact of developments.

4.2.10 This is based on the current practice premises configuration and does not reflect any changes that may arise from retirement, lease expiry or merger. It may be that changes in clinical practice, eg moving more services out of hospital into primary care, will place additional service more locally.

Kidderminster Town

4.2.11 This area has development growth suggested of 1198 new dwellings in scattered small sites many of which are at an advanced stage in the development process. Growth should be accommodated in the existing GP premises. While there is no need for additional premises in terms of overall infrastructure there may be a requirement for investment in Information and Communications Technology or for internal reorganisation of existing premises which could be met in part through an s106 contribution.

Estimated total infrastructure cost: £821,983

Lea Castle

4.2.12 This area has a suggested growth of 1400 dwellings on a single site. There is no obvious existing provision to serve this site although the nearest appears to be the Cookley Medical Centre branch surgery. It may be that travel to Kidderminster is acceptable from Lea Castle but from a space perspective a new development serving this site seems viable. The site will generate the need for potentially new consulting space which might be a satellite surgery to existing surgery or a new surgery.

Estimated total infrastructure cost: £1,371,839

Kidderminster Eastern Extension

4.2.13 This area has a suggested growth of 1440 dwellings, mainly on one site at Stone Hill North. This is some distance (1km+) from the current premises and generating a requirement for around 227m² new space. This is too small to be a viable standalone surgery but may be reasonable for a branch. However, it may be that a relocation of an existing surgery and replacement with a single larger surgery is also viable. (eg if an existing surgery needs replacing anyway for other reasons). The site identifies a Community Hub in the development and unless an existing surgery can be relocated (possibly Stanmore House), taking limited space in this for one or more existing practices could be a logical response.

Estimated total infrastructure cost: £821,939

Stourport on Severn

4.2.14 This area generates a total of 1100 dwellings but they are scattered geographically and will come forward at various times in the plan period. As the redevelopment of Stourport GP's surgeries is under consideration this should take this projected growth into account when sizing the new provision. It is likely that all of these developments will be completed during the life of the new building. The costs are generated by the new consulting space directly required from the development growth.

Estimated total infrastructure cost: £821,983

Bewdley

4.2.15 This area has a suggested growth of 225 dwellings, 100 of which are on a single site. It requires verification but the apparent size of the current facility should accommodate all projected growth.

If this situation where to change the estimated total infrastructure cost would be £275,220

Rural Wyre Forest

4.2.16 Overall there are only 65 dwellings scattered across rural Wyre Forest. This is unlikely to have impact above the very local level or an effect on any single site.

Discussion with GP practices

4.2.17 The above options will need to be discussed with Wyre Forest GPs in more detail as plans progress and will need to fit in with the currently evolving primary care strategy and a move towards closer working at scale. The Herefordshire & Worcestershire STP Estates Strategy is currently undergoing revision with an increased focus on primary care and will need to take the proposed developments into account. It is due to be published later this year.

4.2.18 It will be important for future updates of the IDP to continue the dialogue with the WFCCG as the business options open to NHS are finalised in to more defined options. It will also be critical to engage with the NHS during the development management process to ensure any onsite provision options are explored particularly at Lea Castle and Stone Hill North.

4.3 Community Facilities

a) Community Centres

Context

4.3.1 Community Centres are now run by many different organisations private, public and voluntary. This trend is likely to continue over the lifetime of this Plan. It is also for this reason that section 4.3 covers a whole range of community facilities and that it will be important to adopt a holistic policy approach to the provision of new community facilities.

Role of the Community Housing Group (TCHG)

4.3.2 At the time of the transfer of the Council housing stock from the Council to Community Housing Group 19 years ago, several community centres were also transferred across. These buildings had been clearly linked to areas of housing included in the transfer and had been used by the tenants or let to other organisations to deliver community-based services.

4.3.3 Since the transfer, use of these community buildings has diminished considerably both by the public and residents and the local delivery agencies and charities. Consequently, TCHG has only five remaining community facilities:

- a. The Walshes Community Centre: a prefabricated building that is used by the local community during the daytime and evening.
- b. Franche Community facilities: this is part of a new development which includes rooms and kitchen facilities that can be booked for community groups. As part of a scheme for supporting housing, the type of activity is restricted.
- c. Bewdley (Shaw Hedge Road): purpose-built facility that can be used by communities during the daytime and evening.
- d. The Fred Bennet Centre which TCHG has leased to “Friends of the Elderly” for several years and is used more as a service centre than a community facility.
- e. Offmore Community Facility: being brought back into community use and can be used by communities during the daytime and the evening.

4.3.4 A further facility at Dowles Road has now been demolished by TCHG with new affordable homes being provided. This building was no longer required allowing TCHG to provide new homes.

4.3.5 With the public sector facing multiple pressures due to austerity, TCHG continues to work with its tenants and partners to identify sustainable community facilities for

people to meet or partake in shared activities. This could include church halls (see section b) below), community owned and managed halls and other facilities.

Buildings Owned and Managed by the Town Councils and Parish Councils

4.3.6 At the local level, these Councils own and manage a whole range of buildings and facilities which serve the local community and these will need to be considered in the WFDC policy approach.

b) Faith Buildings

4.3.7 This section has been prepared in liaison with the Worcester Diocesan Board of Finance Ltd. (WDBF), which is a corporate body of the Anglican Diocese of Worcester. The WDBF is able, if required, to coordinate the interests of all faith groups in Worcestershire and/or specifically in the Wyre Forest area. This liaison is based on ongoing contact in Worcestershire over the last eight years followed by more recent contact specific to Wyre Forest in summer 2016, autumn 2016 and spring 2017.

4.3.8 There are several buildings owned by various faith communities across Worcestershire, of varying nature and community use. The relationships between the different faith groups are often local, but on a county-wide basis the relationships are mediated and coordinated through the Worcestershire Interfaith Forum. The Church of England has been a key player in developing the Worcestershire Interfaith Forum and, as a permanent body, able to act as a channel of communication to it or its successors. It is also a member of Churches Together in Worcestershire, which seeks to encourage and co-ordinate the ecumenical work of the Christian churches.

4.3.9 The majority of local faith groups seek to be engaged with the communities where they are set, and their buildings are part of that engagement. The faith group with the largest number of buildings, and often the only faith building in small rural communities, is the Church of England and in Worcestershire there is a diocesan commitment to seeing these buildings being used for and by the community at large. Many other faith-based organisations, albeit with fewer buildings in fewer locations, share this commitment. It is in light of this community use of buildings that the remainder of this section is written.

4.3.11 A paper submitted to the South Worcestershire Councils in July 2014 by the WDBF is particularly relevant. In that paper it is stated:

“Experience demonstrates that un-researched provision of more community buildings is neither a successful nor a sustainable option. The first requirement is an analysis of the existing provision, including church buildings. This information will inform the need for the need for refurbishment and improvement of existing facilities and the possible provision of new buildings before any new development proposal gains consent. Enough funding should be allocated using Section 106/CIL monies. There should be the use of a sequential test to help address the best way of providing and sustaining community assets, particularly for new developments. The Board considers that the opportunities of existing community buildings, including church buildings, to be developed for wider community use needs to be an early consideration. Duplication of community buildings should be

avoided (as that will damage sustainability of both existing and new facilities) unless their use would be well justified. It is important to recognise that community infrastructure must be provided at the same time as utility infrastructure.”

4.3.12 WFDC has advocated the approach suggested by the WDBF within the built facilities policy of the Local Plan. Also given the level of proposed growth and cuts on public sector funding WFDC is prepared to work further with WDBF to enhance facilities for the local communities to use.

c) Indoor Built Sports Facilities

4.3.13 As part of the emerging local plan the current and future provision of indoor built facilities within the district has been reviewed. Both community and private member facilities have been reviewed. Local authorities are responsible for the health outcomes of their populations through the Health and Social Care Act (2012), further outlined in the Public Health Outcomes Framework 2016-2019. This section should be read in conjunction with the Wyre Forest Indoor and Built Facilities Strategy.

4.3.14 The importance of indoor built facilities is shown in the NPPF. Paragraph 96 states that:

‘Access to high quality open spaces and opportunities for sport and recreation can make an important contribution to the health and well-being of communities. Planning policies should be based on robust and up-to-date assessments of the needs for open space, sports and recreation facilities and opportunities for new provision. The assessments should identify specific needs and quantitative or qualitative deficits or surpluses of open space, sports and recreational facilities in the local area. Information gained from the assessments should be used to determine what open space, sports and recreational provision is required.’

4.3.15 Additionally paragraph 97 states that:

‘Existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless:

a) an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or

b) the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or

c) the development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use.’

4.3.16 Using the findings from the KKP Indoor and Built Facilities⁴⁴ document the current facilities can be summarised along with the recommendations for future demand within Wyre Forest District.

4.3.17 The current built sports facilities are broken down and described by the 3 major urban settlements (Kidderminster, Stourport and Bewdley) and the remaining rural areas of the district.

Kidderminster

Sports Halls

4.3.18 Kidderminster currently has 11 sports halls out of a total of 23 within the district. The sports halls have varying facilities including health and fitness suites, badminton courts, gymnastic facilities, swimming pools and tennis courts. These halls have the equivalent of 23 badminton courts, out of a total of an equivalent of 51 badminton courts (45%) in the district. The number of badminton courts is a standardised measure of a size of a sports hall as outlined by Sports England⁴⁵.

Swimming Pools

4.3.19 All residents in Wyre Forest live within 20 minutes of a community swimming pool, a catchment area that is used by Sport England. There are currently 6 swimming pools in Kidderminster, with a total of 21 lanes available. This is over half of the swimming pool provision (11) in Wyre Forest District. Five of the six pools are considered for general use, with an additional learner pool located in the Wyre Forest Leisure Centre. Kidderminster has all four of the community accessible pools in the district.

Health and Fitness Suites

4.3.20 Kidderminster has the majority of all health and fitness suites in the district. There are seven suites out of a total of ten located in the town. A base scale of a minimum 20 stations has been used in the KKP report. A station is a piece of static fitness equipment. These suites have 498 stations⁴⁶ out of a total of 609 stations (82%) within Wyre Forest.

Tennis Courts

4.3.21 Kidderminster has three sites offering five tennis courts. All of the courts are macadam courts. They are all available for community use. These five courts is only a small percentage of the courts as there Health and Social Care Act (2012), further outlined in the Public Health Outcomes Framework 2016-2019 are 31 available across the district. Meaning only 16% of the areas tennis courts are in the Kidderminster area. To resolve this one of the recommendations from the KKP review is to deliver an

⁴⁴ Wyre Forest District Council Indoor and Built Facilities Needs Assessment & Indoor and Built Facilities Strategy . Knight Kavanagh and Page.(2017)

⁴⁵ Sports Hall Design and Layouts, Sport England (2012)

⁴⁶ A station can be defined as a piece of static fitness equipment suitable for use by one person.

additional outdoor court at Kidderminster Tennis Club. The cost is expected to be £30,000⁴⁷.

Bowling Greens

4.3.22 Kidderminster has eight bowling greens, seven of which have been rated as good quality. This is the majority of the 13 bowling greens in the district.

Stourport

Sports Halls

4.3.23 Stourport has three sports halls out of a total of 23 in the district. They are all located in the Stourport High School. This contains an overall quantity of the equivalent 6 badminton courts.

Swimming Pools

4.3.24 There is one swimming pool in Stourport at Waves Health & Leisure Club. This is a learner type swimming pool. However, Stourport is also served by the new Wyre Forest Leisure Centre opened in 2016. This is managed by Peoples for Pleasure Ltd, who also manage Bewdley Lesiure Centre. This was in its current position after extensive facility planning modelling by WFDC and Sport England. As discussed below future demand within the district will also not generate a high enough level to justify a new swimming pool facility.

Health and Fitness Suites

4.3.25 Stourport has two health and fitness suites, at Stourport High School which has 45 stations, and the Waves Health and Leisure Club which offers 24 stations. This is lower than the Kidderminster area; however, it must also be considered that some sites such as the Wyre Forest Leisure Centre are located very close to Stourport.

Tennis Courts

4.3.26 Stourport has 10 tennis courts, six of which are located at Stourport Tennis Club, and four at Stourport Sports Club. From these eight are macadam surface of which two as all weather. Stourport is well provided for tennis courts, having over a third (32%) of the total provision of the district.

Bowling Greens & other

4.3.27 There are three bowling greens in Stourport which is 23% of the total provision in the district. They are all rated as good quality greens. Stourport also caters for additional indoor facilities such as netball in the Stourport Netball Dome (located at the Stourport Sports Club) and judo in the Samurai Judo Club. Stourport has also 2 squash courts and 1 rowing club.

⁴⁷ Wyre Forest Indoor and Built Facilities Strategy, page 17

Bewdley

Sports Halls

4.3.28 Bewdley has two sports halls located at Bewdley Leisure Centre (equivalent to 3 badminton courts) and St Anne's C of E Primary School (equivalent to one badminton court). Bewdley Leisure Centre is open for community use.

Swimming Pools

4.3.29 Bewdley has one swimming pool out of a total of 11 within the district. It is located at the Feel Good Health Club.

Health and Fitness Suites

4.3.30 There is one site in Bewdley which is a health and fitness suites at the Feel Good Health Club. This site offers 42 stations for the public to utilise.

Tennis Courts

4.3.31 Bewdley's has seven tennis courts, all located at Bewdley Tennis Club. Of these four are of macadam surface and three are clay surface, which are the only clay courts in the district. The courts are floodlit.

Bowling Greens and Other

4.3.32 Bewdley has one bowling green at Bewdley Bowling Club. Additionally, the area also has one rowing club.

Rural Areas

Sports Halls

4.3.33 The rural east of the district is well provided with seven sports halls, offering an equivalent of 18 badminton courts in size. With the exception of the Cookley playing fields all are located in schools. The hall at Heathfield School is not available for community use. However, the other halls at Chaddesley Corbett, Winterford and Wolverley schools are available for community use.

4.3.34 Although no new sport hall provision is proposed from the KKP review, a recommendation is to achieve better use of village and community halls for fitness classes and informal activity⁴⁸. This will be of importance to the rural communities of the district.

Swimming Pools

4.3.35 The rural areas have two lido swimming pools. The Little Lakes Golf Club has one lido (only open to residents) and is in the rural west area, and Winterfold House

⁴⁸ Indoor and Built Facilities Strategy, objective 4b, p 18

School has one lido (open to nursery/schools) and is in the rural east of the district. There is no indoor swimming pool provision in the rural areas. However, all residents in Wyre Forest do live within a 20-minute drive of a community accessible swimming pool.⁴⁹

Health and Fitness Suites

4.3.36 Currently there is no health and fitness suites located in the rural areas of the district.

Tennis Courts

4.3.37 The rural areas are well represented for tennis courts. There are three tennis clubs offering nine tennis courts. All are available for community use. Blakedown (three macadam) and Wolverley Clubs (two macadam and two cinder) are in the rural east area. Blakedown Tennis Club has two floodlit courts. Additionally, there is Far Forest Tennis club located in the rural west which offers four macadam courts.

Bowling Greens & Other

4.3.38 There is one bowling green in the rural east part of the district at Cookley Sports and Social Club.

Future Need for Indoor Built Facilities

4.3.39 The KKP report for Indoor Built Facilities do not recommend any overall new facilities. Wyre Forest has recently completed a new leisure centre in 2016. This was designed to take a certain level of future growth.

4.3.40 Using the sport facility calculator and using the revised Housing Needs Study (HNS) housing target of 276 units per annum (5520 for 2016-2036), this will not generate enough additional demand for a new facility. The minimum requirements for new facilities from the sports facility calculator will be a 4-court hall, a 4 lane pool and a 6 ice rink indoor bowling centre⁵⁰. If using the revised HNS target this would generate only a 3.37 court hall, a 2.37 lane pool and a 1.06 rink indoor centre⁵¹. It is therefore, concluded that Wyre Forest is generally well provided for with 23 sports hall sites in the district.

4.3.41 Instead a series of strategy objectives⁵² have been raised from the Indoor and Built Facilities Strategy document, summarised below:

⁴⁹ Indoor and Built Facilities Assessment Paragraph 129

⁵⁰ Indoor and Built Facilities Strategy, paragraph 23

⁵¹ Sports Facility Calculator, <https://www.activeplacespower.com/reports/sports-facility-calculator#>

⁵² Indoor and Built Facilities Strategy paragraph 25-47

1- WFDC and Places for People Leisure) to continue to work in partnership to ensure that Wyre Forest Leisure Centre benefits the whole community through reflective programming, targeted interventions and outreach

2-WFDC to work in its planning role with Worcestershire County Council and individual schools (academies) to improve the quality of school sports halls and swimming pools for both pupils and the community

3- Wyre Forest community stakeholders to pursue capital facility developments (via planning, developer contributions and officer expertise) which may assist in increasing sport and physical activity within the wider District

4.3.42 Further to this some specific, priced objectives are recommended, as summarised in table 4K below adapted from the built facilities action plan⁵³.

Table 4K Built Facilities Need

Objective	Cost
Provide a new facility for Wyre Forest Gymnastics School	£85,000-£250,000
Determine feasibility of extension of Kidderminster Youth Sports Hall	£500,000-£1,000,000
Determine feasibility of replacement of Stourport Athletics Track	£500,000-£750,000
Modernisation of Bewdley Leisure Centre	£500,000-£750,000
Deliver additional outdoor court at Kidderminster Tennis Club	£30,000

4- WFDC and community stakeholders to work together to enable district facility stock to be better utilised by inactive residents

4.3.43 The above strategy is highlighted by the fact that 56% of Wyre Forest's population do not live within a 20-minute walk to a community swimming pool, with the greatest concentration located south of Stourport⁵⁴. The aim should be to enable the remainder to access facilities where possible.

5- WFDC to work with partners to develop a co-ordinated approach to the management, availability and programming of sports facilities across the District.

6-In respect of Wyre Forest's housing and population growth, WFDC to protect the existing supply of sports facilities where they are needed to meet current or future needs and maximise potential sports facility development opportunities

d) Playing Pitch Assessment

4.3.44 As part of the emerging local plan the current and future provision of playing pitches within the district has been reviewed. This is to make the plan consistent with the National Planning Policy Framework. The importance of playing pitches is shown in the

⁵³ Indoor and Built Facilities Strategy p 17

⁵⁴ Indoor and Built Facilities Assessment Paragraph 128

updated NPPF as shown in paragraphs 96 and 97. For any loss or proposals that prejudice the use of playing fields Sport England must be consulted as stated by the Town and Country Planning Order (2015). This section should be read in conjunction with the WFDC Playing Pitch Strategy (PPS).

4.3.45 The current playing pitches with the district are described by the three major urban settlements (Kidderminster, Stourport and Bewdley) and the remaining rural areas of the district.

Kidderminster

Football Pitches

4.3.46 Kidderminster currently has 39 football pitches out of a total of 98 pitches available in the district, across 15 different sites. Kidderminster has 12 adult football pitches, 17 mini size pitches, and 10 youth size pitches.

4.3.47 There are also two sites (France Primary School & St Catherine's Primary School) with a total of seven pitches which are on an unused site⁵⁵. Of the 31 pitches that are available for use for the community with Kidderminster, 11 are under capacity for use, with six with no actual spare capacity and four which are overplayed⁵⁶. The playing pitch assessment used the recommended FA standard number of matches that a grass pitch type can be played without affecting its current quality⁵⁷

4.3.48 In Kidderminster 21 pitches have access to ancillary features⁵⁸ such as changing rooms and car parking facilities.

⁵⁵ Pitches that are available for hire but are not currently used by team which play in community leagues

⁵⁶ Wyre Forest Playing Pitch Strategy Assessment Report, Table 2.9, p25-29

⁵⁷ Wyre Forest Playing Pitch Strategy Assessment Report, Paragraph 112

⁵⁸ Wyre Forest Playing Pitch Strategy Assessment Report ,Paragraph 88, table 2.4

Table 4L Kidderminster Pitch Summary

Site	Pitches	Comments
Baxter Business and Enterprise College	1	Adequate Facilities
Far Forest Society Pavilion and Sports Ground	3	Good Facilities
Habberley Sports Field	11	Adequate Facilities
King Charles I School	1	Good Facilities
Lea Castle Drive	3	Poor facilities
Springfield Park	2	Adequate Facilities

4.3.49 Kidderminster also has both two full size 3G pitches in the district. These are third generation artificial pitches. They are located at King Charles I school and the Baxter Business and Enterprise College. They are both of standard quality. Kidderminster also has the only mini 3G pitches in Wyre Forest District at Wyre Forest Leisure Centre.

Rugby Pitches

4.3.50 Kidderminster has eight of the total of 15 rugby pitches in the district, which is 53% of the total provision. Seven of these pitches are available for community use. Out of the total rugby pitches four are senior pitches, and four are mini rugby pitches. Five have been rated as a standard quality,⁵⁹ with three rated as poor. There is no rugby pitches rated as good quality in Kidderminster. There is one floodlit rugby pitch in Kidderminster, located at Kidderminster Carolians RFC. Of the seven available pitches for community use, three have spare capacity, two are at capacity, with two are overplayed. To resolve this, KKP PPS Strategy and Action Plan recommends improvements to rugby pitches at Kidderminster Carolians RFC, White Wickets Sport Field and Lea Castle Drive.⁶⁰

Cricket Pitches

4.3.51 Kidderminster currently only has one site offering two cricket pitches, at Chester Road Cricket Ground. One pitch is rated as standard and one is rated of good quality⁶¹. It is available for community use and supports three cricket clubs. The site has spare capacity for more sessions.

Stourport-on-Severn

Football Pitches

4.3.52 Stourport currently has 21 football pitches out of the 98 in the district. 13 of the pitches are rated as meeting standard and eight as poor-quality standard. Stourport has

⁵⁹ Wyre Forest Playing Pitch Strategy Assessment Report, Paragraphs 172-176

⁶⁰ Wyre Forest Playing Pitch Strategy and Action Plan, Table 6.5, pages 45-47

⁶¹ Wyre Forest Playing Pitch Strategy Assessment Report, Paragraph 230

nine adult pitches, 6 youth and 6 mini pitches. There is currently one site classified as unused at Burlish Primary School as the school has closed. All football pitches in Stourport are available for community use. Playing capacity is an issue in Stourport as all but one of the 21 pitches at the seven different sites are either at or over capacity for playing use. There are currently no 3G or mini 3G pitches in Stourport.

4.3.53 Areley Kings Sports Ground, which has five pitches, is reported as having good quality facilities. The largest site, Birmingham Metropolitan College, which serves seven pitches has been reported as having poor quality facilities. There are no changing facilities and the car park is inadequate.

Stourport Swifts FC, which has one pitch, has adequate facilities.

Rugby Pitches

4.3.54 Stourport has three rugby pitches on one site, at Stourport Rugby Club. These are all full-size senior pitches and are of poor quality. From the three pitches only one has floodlights to enable evening play, and subsequently is overplayed. The remaining two other pitches are currently under capacity for use. The PPS recommends seeking to improve pitch quality and explore funding to install a formal drainage system at Stourport Rugby Club, to improve quality and capacity. This is identified as a high cost of over £250,000.⁶²

Cricket Pitches

4.3.55 Stourport has two cricket pitches located at the Stourport-on-Seven Cricket Club. They are operating at capacity.

Hockey

4.3.56 Stourport has the only hockey pitches in the district, with three at Stourport Sports Club. Of these, two are relatively new pitches and are rated as good quality. The other pitch was constructed in 2000 and is nearly the end of its operational use. It has been rated as poor quality. The recommended action from the PPS is to resurface the pitch through partnership work with English Hockey. The estimated cost of this will be between £50 to £250,000⁶³.

Bewdley

Football Pitches

4.3.57 Bewdley currently has seven football pitches across three sites at Bewdley Leisure Centre, St Ann's Primary School and Bewdley School and Sixth Form Centre. All are available for community use. They are all rated as standard quality. Bewdley has four adult football pitches, two youth size pitches and one mini pitch. From these five out of the seven pitches are at or are over capacity use. Bewdley Leisure Centre has two

⁶² Wyre Forest Playing Pitch Strategy and Action Plan Table 6.11, p 54

⁶³ Wyre Forest Playing Pitch Strategy and Action Plan Table 6.11, p 55

pitches which have spare capacity. There are no 3G or mini 3G pitches in Bewdley. However, a new 3G pitch is proposed to be located within five miles of Bewdley to resolve this issue. The Leisure Centre has been noted as having good quality ancillary facilities.

Rugby Pitches

4.3.58 Bewdley has one rugby pitch, which is located at the Bewdley Leisure Centre. It is of standard quality and has no floodlight provision.

Cricket Pitches

4.3.59 Bewdley has one cricket pitch located at the Bewdley Cricket Ground. It has been rated as of a standard quality. The pitch is currently over capacity. This is the only cricket pitch in Wyre Forest that is over capacity. The PPS recommends seeking to improve the pitch quality through partnership work with the English Cricket Board to accommodate the potential overplay on the pitch. The expected cost for this would be up to £50,000⁶⁴.

Future Need for Playing Pitches

4.3.60 The KKP assessment report recommends two additional 3G pitches to be installed within the district. This is based on calculations to relocate all current 7x7, 5x5 and mini pitch play onto 3G pitches⁶⁵. This is consistent with national policy from the Football Association that by 2020 50% of all mini soccer and youth football are to be played on 3G pitches, with over 1,000 publicly accessible 3G pitches in England⁶⁶. As of September 2018, there are currently 872 3G pitches registered in England⁶⁷.

4.3.61 It is proposed to place one 3G pitch within the Lea Castle development (site reference WFR/WC-15, 32, 33, &34), located in the eastern part of the district. This will serve the new housing developments to the east of the district. The current 3G pitches are located within Kidderminster and Stourport-on-Severn.

4.3.62 The second pitch location is yet to be determined. The cumulative population of these two towns cover approximately 75% of the overall population of Wyre Forest. The two towns are also situated within approximately five miles of Bewdley.

4.3.63 The funding for the 3G pitches is proposed to use a combination of section 106 developer contributions and funding from the FA and the Football Foundation⁶⁸. This could become available through the Local Football Facility Plan (LFFP). This is a 10-year strategy to improve football facilities such as 3G pitches, and new pavilions and

⁶⁴ Wyre Forest Playing Pitch Strategy and Action Plan, Table 6.3, p 42

⁶⁵ Playing Pitch Strategy Assessment Report, paragraph 156-157

⁶⁶ The FA Chairman's England Commission Report 2 (2014)- <http://www.thefa.com/news/2014/oct/10/fa-chairman-england-commission-pt2>

⁶⁷ 3G Football Turf Pitch Register- <http://3g.thefa.me.uk/?classification=any>

⁶⁸ <http://www.kkp.co.uk/fa-commissioned-kkp-deliver-330-local-football-facility-plans-lffps/>

changing rooms. This has been commissioned by the FA and will be produced by KKP. Every local authority will receive a LFFP by 2020.

4.3.64 The aim of the LFFP is to review the strategic context and current assets of the local authority area. The LFFP will complement authority's PPS's but is not designed to be a replacement of it. From this a list of priority projects will be issued. Wyre Forest will receive the LFFP as part of tranche three of the process. This will be in the period from the March to August 2019.

4.3.65 In terms of cost a 60 or 65mm 3G pitch is required for football play to competition standard. This costs £965,000 or £985,000 respectively to install. This also includes lighting. If use is intended for adults, a changing room facility is also recommended to be provided. The costs are shown below in table 4M.⁶⁹

Table 4M 3G Pitch Installation and Maintenance Costs

Length (mm)	Installation Cost	Sinking Fund (%)	Per Annum	Maintenance (%)	Per Annum
60	£965,000	3.2	£30,880	0.5	£4,825
65	£985,000	3.2	£31,520	0.5	£4,925

4.3.66 All 3G pitches should last for 10 years of play before being replaced. This would result in a sinking fund and maintenance requirement of £357,050 for the 60mm length and £364,450 for the 65mm length pitch. Sinking funds are for major replacements costs, while maintenances costs would cover day to day repairs and planned preventive maintenance.

4.3.67 Future demand for playing pitches has been calculated using the playing pitch development calculator, using data from Sports England. From this it is concluded that future demand can be served by improvements to existing facilities, with the addition of two 3G pitches. The series of improvement for each area within Wyre Forest District for playing pitches are outlined in the PPS Action Plan document. Please refer to section 6 action plan (p37-p55) for the full list of recommendations. The proposed actions that will carry a high cost, identified as £250,000 or greater, are summarised below in table 4N:

⁶⁹ Sport England- <https://www.sportengland.org/media/13346/facility-costs-q2-18.pdf>,
<https://www.sportengland.org/media/4469/life-cycle-costs-artificial-surfaces-april-2012.pdf>

Table 4N Playing Pitch Recommendations Costing More Than £250,000

Site	Sport	Table	Recommendations
Stone Cricket Club	Cricket	6.7	Replace current ancillary features, improve pitch quality
Birmingham Metropolitan College	Football	6.11	Improve ancillary features, improve drainage and pitch quality
Stourport Rugby Club	Rugby	6.11	Improve pitch quality, explore to have new drainage, strong consideration for floodlights

e) Open Space

4.3.68 As part of the emerging local plan the current and future provision of open space within the district has been reviewed. This is to make the plan consistent with the National Planning Policy Framework.

4.3.69 The current open space requirements are broken down and described by the 3 major urban settlements (Kidderminster, Stourport and Bewdley) and the remaining rural areas of the district. This theme will cover:

- General open space assessment
- Parks and gardens.
- Natural and semi-natural greenspace
- Amenity greenspace
- Provision for children and young people
- Allotments
- Cemeteries and churchyards

Kidderminster

Parks and Gardens

4.3.70 This typology covers urban park and formal gardens. Kidderminster has six sites identified from the KKP Open Space Assessment Report. This covers the majority (20.25 hectares) of the total 56.20 provision in the district.

4.3.71 Using a 710m walking distance (or approximately 9 walking minutes)⁷⁰ the KKP review has identified catchment gaps particularly in the North West area of Kidderminster. However, it is likely that these gaps are met by other types of open space provision such as amenity and natural greenspace⁷¹. The only park in Kidderminster to have a low-quality score in the KKP report is Borrington Park, achieving a 50.4% score. The quality scores are based on criteria taken from the Green Flag Award⁷².

⁷⁰Wyre Forest Open Space Assessment Report, Table 2.3, p 11. (Appropriate walking distance taken from Fields in Trust *Beyond the Six Acre Standard* {2015}),

⁷¹ Wyre Forest Open Space Assessment Report Paragraph 81

⁷² Wyre Forest Open Space Assessment Report, Paragraph 34

Natural and Semi-Natural Greenspace

4.3.72 This refers to areas of natural and semi natural greenspace that is primarily focused on sites of biodiversity and conservation importance. Kidderminster has over 147 hectares of this land across seven different sites. This amounts to 9% of the total in the district.

Amenity Greenspace

4.3.73 Amenity greenspace covers informal areas for recreational use, housing green spaces or village greens. Kidderminster has 32 hectares of this land, which is over 40% of the whole district, and has 23 out of the 52 sites located in the district. Most of the sites are located in the western parts of the town; there is a gap of provision in the centre and east of Kidderminster. However, this may be *'met by other forms of provision such as parks and gardens'*⁷³

Children and Young People Provision

4.3.74 This category covers formal equipped play facilities for use for children 12 years or under. Kidderminster has most of the sites (21 out of 40) though in terms of actual size in hectares, it is lower than Stourport's provision. Most sites in Kidderminster are scored as high quality.

Allotments

4.3.75 Kidderminster has over half (eight out of 14) allotments in Wyre Forest.

Cemeteries

4.3.76 Kidderminster currently has five cemeteries and churchyards; however it has the largest sites in terms of hectares (8.04) at the Kidderminster Crematorium, which is located between Stourport and Kidderminster.

Stourport

4.3.77 Stourport has four parks and gardens, which is a total of 17 hectares of provision. This accounts for 44% of all park and garden space in Wyre Forest District. In addition, Stourport contains 7% of the entire natural and semi natural greenspace within the district, at over 126 hectares across nine sites, including sites which cross areas.

4.3.78 It is also has 14 acres over 9 sites of amenity greenspace. This is defined as opportunities for informal activities close to home or work or enhancement of the appearance of residential or other areas⁷⁴. This is 18% of the total amount of the district. The area also accounts for children with nine play areas accounting for 23% of the total of the district. The area also has sufficient allotments and cemeteries to serve the needs of the local populous.

⁷³ Wyre Forest Open Space Assessment Report, Paragraph 149

⁷⁴ Wyre Forest Open Space Assessment, Table 1.1, p7

4.3.79 All of the above along with a policy requirement for additional green infrastructure is enough to serve the proposed growth of Stourport.

Bewdley

Bewdley has three public parks and gardens out of a total of 13 in the district. However, in terms of size this represents a proportionally lower amount of 2 hectares out of a total of 56 hectares in the district.. The area has over 350 hectares (over 20% of the total amount in the district) over three sites, two of which are spread over neighbouring areas in Burlish Hill Walk and the Wyre Forest.

4.3.81 There is over 10 hectares of amenity greenspace in Bewdley over 10 different sites. In addition, Bewdley has five children play areas, which is 12% of the total quantity in Wyre Forest

4.3.82 Bewdley currently does not have any allotments. More widely, Wyre Forest currently has less than the recommended national standard of 20 allotments per 1,000 households. Using the NSLAG⁷⁵ calculation of having 0.25 hectares per 1,000 of the population, along with the 2016 ONS population of Wyre Forest of 100,0007, the district should have 25 hectares of allotment provision. Currently there is 18 hectares, resulting in a 7 hectares shortfall. However, the KKP open space assessment does not specifically recommend new allotments. Instead measures should be made to provide more plots at existing sites to ensure the current demand is being met⁷⁶.

Rural Areas

4.3.83 The rural areas of the district currently do not have any parks and garden provision. However as this covers formal gardens or urban parkland this is much more likely to be located in towns or city environments.

4.3.84 The lack of park and garden space is compensated in the rural areas of the district by the provision of natural and semi natural greenspace. This is defined as wildlife conservation, biodiversity and environmental education and awareness. This includes urban woodland and beaches, where appropriate.⁷⁷The rural areas contain 1,095 hectares of this open space. This accounts for 64% of the total (1,719 hectares) in the district. The majority of this is in the rural west of the district and the Wyre Forest is the biggest contributor to this.

4.3.85 The rural areas also benefit from 21.81 hectares of amenity greenspace, which is 28% of the total of the district. There are 10 different amenity greenspace sites, with eight located in the east and two in the west.

4.3.86 There are five play sites in the rural areas, which accounts for 12.5% of the total amount. Given the low population spread and higher age demographic this is

⁷⁵ National Society of Allotment and Leisure Gardeners, <https://www.nsalg.org.uk/>

⁷⁶ Wyre Forest Open Space Assessment, p 55

⁷⁷ Wyre Forest Open Space Assessment, Table 1.1,p7

proportionate for the total amount. Two of the play areas are in the rural west with three in the east. Within these rural areas there is also a high quantity of church and cemeteries. There is 16 out of the 25 sites (64%) located in the rural areas, with 12 in the rural east area and four in the rural west.

f) Library Facilities

4.3.87 Under the Libraries and Museum Act 1964, local authorities have a statutory duty to provide public library services and to ensure that it is “comprehensive and efficient” for all who live or work in the area who wish to use it.

4.3.88 Across the whole of Worcestershire, there are 21 public branch libraries, a mobile library service, a Schools’ Library Service and a Prison Library Service. The Hive, a multi-million pound joint public and university library in Worcester, opened in 2012. In addition to the multi award winning library, The Hive houses the County’s Archaeology and Archive service. Since 2012, across Worcestershire, in response to budget reductions, the Library Service has had a policy of co-location and integration with other services/ agencies to create a “one stop shop” approach. The majority of libraries across Worcestershire are now home to other public services and standalone libraries are now rare. This approach is popular with customers and reduces the costs of the service. Worcestershire County Council’s aspiration is to continue with this approach and to continue to seek other ways of sharing costs whilst avoiding closing libraries.

4.3.89 Libraries in Wyre Forest are as follows:

- Kidderminster.
- Stourport.
- Bewdley.
- Hagley Library is not located in Wyre Forest but is used by the residents of Blakedown and the rural eastern part of Wyre Forest District.
- Tenbury Library is also not located in Wyre Forest but is used by the residents of the rural western part of the Wyre Forest District.

4.3.90 Worcestershire Libraries have benefited from a whole service remodelling programme over the last few years and in Wyre Forest, in particular, the library building stock is of a very high quality. Stourport has a new library, which opened in the spring of 2016. Kidderminster Library and Bewdley had a new library open in summer 2016 on a new co-location site.

4.3.91 The Library Service has one mobile library that offers a service to customers who cannot visit a branch library. The vehicle has a small mobile meeting room and is satellite enabled, thereby providing internet access on the bus. There is a library delivery service at home for customers who cannot leave their home due to disability. There is also a mobile Learning & Enterprise Bus for hire.

4.3.92 The proposed development across Wyre Forest District in the Local Plan Review is not enough to generate the need for additional library services. Data for the period 2013-2016 for Kidderminster, Stourport and Bewdley shows a dropping trend in the usage of the libraries across the area. The evidence suggests that the additional residents being considered as part of this WFLPR process should help reinforce the

long-term benefits of the libraries through additional users but not create the need for any new provision.

g) Cultural Facilities

Context

4.3.93 Wyre Forest has a significant range of cultural facilities including the library services listed above.

4.3.94 In addition to the cultural facilities listed below; there are many cultural activities on offer throughout the Wyre Forest area provided by the Council and the voluntary sector. Many of these events and activities take place in the diverse open space areas of the District: for example, Country and Western weekend, Brinton Bash, Bands in the Park and outdoor cinema. An important role for the Council is to enable community groups to provide cultural and quality of life activities, through advice and grants with external funding applications or small grants.

Museums

4.3.95 Bewdley Museum is set in the historic Butchers Shambles and has interesting indoor and outdoor interactive displays, which tell the story of the growth and trades of Bewdley and the wider Wyre Forest area. A small group of craft workers with businesses work under the label, “Made in the Museum, Bewdley” and are based in craft units at the museum. The museum offers educational themed visits based on the national curriculum to schools and other groups. The Museum’s collection of artefacts contains items associated with the social history of the area, geological and archaeological specimens and a fine art collection and coins, medals and other objects of interest. There are regular and special events throughout the year which are based in the museum and the adjacent distinctive QE2 Gardens.

4.3.96 Kidderminster Railway Museum houses a wide range of railway artefacts, most of which date back to the days of steam travel: clocks, signs, timetables, photographs, signalling equipment and rolling stock. The collections are housed in a warehouse built by the Great Western Railway in 1878. It has rail access on one side and road access on the other. The Museum is adjacent to Kidderminster Town station, which is the southern terminus of the Severn Valley Railway, which has a direct interchange on to the national rail network. The Severn Valley Railway is one of the best-known heritage railways in the UK and is one of the District’s various quality tourist attractions.

4.3.97 The Museum of Carpet is run by the Carpet Museum Trust, supported by the Friends of the Carpet Museum. It is staffed by a small group of paid staff and many volunteers. In 2008, the Carpet Museum Trust was awarded nearly £1.7m from the Heritage Lottery Fund to develop a new museum to be housed in the former Stour Vale Mill. The Museum of Carpet- the only museum in the U.K. to be dedicated to carpets and carpet making - opened in 2012 to showcase Kidderminster's industrial heritage. The museum hosts a wide variety of events, activities and workshops and displays working looms and other machinery, artefacts and archives.

Arts Venues

4.3.98 Kidderminster Town Hall (Public Rooms) is a landmark historical built in two phases 1855 and 1877 and is blessed with outstanding architectural features. The venue is used for a variety of cultural activities alongside the Corn Exchange built in 1853 and used for meetings, lectures, trade fairs and weddings. The building includes two main rooms used for cultural activities and in addition includes the Mayor's Parlour, Council Chamber and Court Room as well as the famous William Hill organ dating from 1855.

4.3.99 The Rose Theatre in Kidderminster is a modern, fully equipped theatre seating 181, including two wheelchair spaces and in addition a free-form studio that seats up to 60 people. The Theatre is owned and administered as a Charitable Trust by "The Nonentities", an amateur society promoting both amateur and professional plays and entertainment throughout the year.

4.3.100 The Civic (Stourport) is an entertainment venue run entirely by volunteers and hosts a variety of events.

Gallery Space

4.3.101 Kidderminster Library includes a community art gallery space. It is a custom-built gallery and performance space and was funded by an Arts Council England Lottery Grant of nearly £327,000. The gallery was included for the provision of public art at the library and to enhance facilities for exhibition, performance and the development of literature within the building.

Community Venues

4.3.102 The provision of community venues is essential to the quality of life of residents. These venues support cultural activities (e.g. Shindig touring arts) and are often hubs within a local community area. Good quality facilities should be available in accessible locations so that their use is maximised. It is also essential that facilities in the rural areas are safeguarded, wherever possible.

h) Social Care Provision

4.3.103 Worcestershire County Council has a responsibility to support, care and protect people in the community; there are a wide range of social care needs from the very young to the elderly. Infrastructure will be required to support these people as a result of population growth. This covers a wide range of infrastructure types from residential homes to children's centres.

4.3.104 The County evidence base goes on to consider the pressure on existing assets. It states that the changing needs of the population (e.g. ageing population) and the changing nature of delivery (e.g. improvements in medical procedures, the move to independent living, the move to personalised budgets) have meant that there is a move away from the need for larger facilities and this will increase in the future. Instead, there is an increasing drive to deliver services closer to the service user, in community facilities or in the home. Changes to service delivery and disability standards could result in different requirements for property; making some properties redundant and need for more buildings/facilities in different locations as services move.

4.3.105 A number of other impacts could flow from the demographic change and the shifting pattern to more localised independent living solutions, an increase in adaptive technology and the increase in care in the community: -

- Increased need for a percentage of adapted housing stock
- A move to flexible life time housing allowing easy adaptation from single to cohabitation to single occupation.
- A reduction in churn of the associated housing stock where there is a concentration of older residents.

4.3.106 Changes in legislation and expectation in the community are also key determining factors in any assessment of requirements.

4.3.107 Historically, although social care has been considered in infrastructure delivery plans, little social care infrastructure has been secured through this mechanism and individual planning applications have been responded to as appropriate.

4.3.108 This community facilities chapter covers a wide range of topics and has been significantly updated for this pre-submission version of the WFIDP. It would be prudent as befitting the live status of this document to review this chapter as the plan develops.

4.4 Emergency Services

Context

4.4.1 This section has been prepared in consultation with the three emergency services: Hereford & Worcester Fire & Rescue (HWFRS), West Mercia Police (WMP) and West Midlands Ambulance Service (WMAS). In the case of the first two organisations, this has been done via the Place Partnership with information received in September 2016, January 2017 and May 2018. Since 2010, all three emergency services have had to adapt to themselves to the government's reduction in public sector funding.

Fire and Rescue

4.4.2 Through a one-off award of £2.36 m. funding from the Government, HWFRS is aiming to deliver a new Emergency Services Hub Station for Wyre Forest District. This will serve not only the District's existing settlements and population but also the development growth which is anticipated in the WFLPR.

4.4.3 After considering 9 possible sites, the Fire Authority identified Stourpoint 5, Stourport Road, and Kidderminster as its preferred site after fire engine response times from there to all parts of the District were analysed.

4.4.4 Following a full application WFDC's Planning Committee granted full planning consent (18/0034/FULL) on 20 March 2018 for a new emergency services hub and ancillary services.

4.4.5 The new Emergency Services Hub at Stourport Road, once operational, will enable the existing stations in Kidderminster, Stourport-on-Severn and Bewdley to co-locate to the new single site. This will operate 24 hours, 7 days a week and will employ 25 full-time and 80 part-time employees from HWFRS, WMP and the Severn Area Rescue Association (SARA (marine and land search & rescue)).

4.4.6 Development of the new Hub Station will mean that the existing Kidderminster, Bewdley and Stourport fire stations closing and the receipts used to support fire and rescue services across HWFRS's geographical area.

Police

4.4.7 In the November 2015 Budget, the Chancellor of the Exchequer protected police funding aligned to the maximum permissible increase in the local Council Tax precept. This does not allow room for growth in police budgets in real terms increases in local population and the number of households do not lead directly to an increase in Central Government Grant. Whilst there may be growth through the Council Tax generated by an increase in the Council Tax precept, this funding will not be available to fund the infrastructure that would be required to police effectively the proposed areas of new development in the WFLPR. Therefore, West Mercia Police (WMP) consider it to be necessary to secure Section 106 funding contributions for infrastructure⁷⁸, due to the direct link between the demand for policing services and the changes in the operational environment beyond WMP's control: i.e. housing growth and the subsequent and permanent impacts it has upon policing.

4.4.8 WMP has provided the following estimated figures of the general additional cost of policing based on the overall increase in development proposed in the WFLPR. The total indicative cost is estimated at £749,896 over the forthcoming plan period.

This is broken down as follows:

Kidderminster Town Sites 1,198 Dwellings

Number of additional police officers required – 3

Equipment cost - £24,126

Vehicles - £34,263

Premises - £83,694

Kidderminster Eastern Expansion 1,440 Dwellings

Number of additional police officers required – 4

Equipment cost - £32,168

Vehicles - £44,210

Premises - £111,592

Lea Castle Village 1,400 Dwellings

Number of additional police officers required – 4

Equipment cost - £32,168

Vehicles - £44,210

Premises - £111,592

⁷⁸ All contributions will be subject to passing the regulation 122 tests and local plan viability.

Stourport-on-Severn Sites 1,123 Dwellings

Number of additional police officers required – 3

Equipment cost - £24,126

Vehicles - £34,263

Premises - £83,694

Bewdley Sites 225 Dwellings

Number of additional police officers required – 1

Equipment cost - £8,042

Vehicles - £8,955

Premises - £27,898

Rural Villages 65 Dwellings

Number of additional police officers required – 1

Equipment cost - £8,042

Vehicles - £8,955

Premises - £27,898

4.4.9 In the case of the above groups of sites, WMP would not seek the provision of additional onsite Safer Neighbourhood Team (SNT) offices. Instead, the capacity of the existing Kidderminster Police Station would be upgraded to accommodate the additional personnel required. If this were not possible, other options would be examined.

4.4.10 If the reserved housing sites were to come forward then WMP additional infrastructure requirements and associated costs would be:

Reserved Housing Sites – 130 Dwellings

Number of additional police officers required – 1

Equipment cost - £8,042

Vehicles - £8,955

Premises - £27,898

Ambulance

4.4.10 In England there are ten NHS ambulance trusts. Wyre Forest District is covered by the West Midlands Ambulance Service.

4.4.11 The West Midlands Trust has recently undergone a programme of transformation which has resulted in a new model of service delivery which was supported by an estates strategy that essentially created a number of large ambulance preparation hubs and a network of smaller community ambulance stations. The sale of outdated and redundant assets has enabled reinvestment into front line services including new ambulances. This transformation has helped achieve efficiencies to enable the Trust to react to the increasing demand on their service. In Wyre Forest District ambulances are prepared at Hubs in either Bromsgrove or Worcester and then deployed from Community Ambulance stations at Kidderminster or Stourport.

4.4.12 Significant housing development and infrastructure proposals generally impact on the ability to respond and may require further investment to secure sites in locations that enable the Trust to deliver performance standards. This varies greatly depending

whether the development is urban or rural. The Trust welcomes the opportunity to be consulted if any major developments are forthcoming, so it may comment specifically upon any service delivery implications.

Conclusion

4.4.13 As befits the live status of this document further consultation with the emergency services is advised for future updates to the WFIDP.

5.0 Green Infrastructure

Context

5.0.1 The Worcestershire Green Infrastructure strategy defines green infrastructure as:

Green infrastructure (GI) is the planned and managed network of green spaces and natural elements that intersperse and connect our cities, towns and villages. GI comprises many different elements including biodiversity, the landscape, the historic environment, the water environment (also known as blue infrastructure) and publicly accessible green spaces and informal recreation sites.

Traditionally the focus has been on the environmental benefits of these green spaces, but the underlying principle of GI is that the same area of land can frequently offer multiple benefits. The green infrastructure approach therefore integrates consideration of economic, health and social benefits to ensure that delivery against both environmental and socio-economic objectives is central to the planning, management and delivery of these spaces.

Green spaces and natural elements do not exist in isolation. Considering networks in an integrated way also achieves benefits that are far greater than when individual components are considered separately. There are many advantages to be gained from securing a critical mass of GI in a locality – creating a wide range of benefits which meet individual site priorities.

5.0.2 This section of the WFIDP supports policy:

- 12 - Strategic Infrastructure and 14 - Strategic Green Infrastructure of the Wyre Forest Local Plan.

5.0.3 Worcestershire has an established green infrastructure partnership which includes both county and district councils, statutory agencies, for example Environment Agency, Natural England and Forestry Commission, and the third sector, including Worcestershire Wildlife Trust.

5.0.4 Green infrastructure considers both public and private assets in the spatial dimension (areas and corridors) and as a theme running through various other aspects of infrastructure provision such as flood risk management. The multi-functional nature of green infrastructure means that it performs several roles either individually or in combination, to deliver eco-systems services including biodiversity, landscape, physical and mental health and well being, contributing to flood attenuation and climate change mitigation. Green infrastructure is a critical part of place making, and the development of sustainable communities and economy.

5.0.5 Examples of green infrastructure include:

- Designated sites for nature conservation or historic environment

- Sustainable drainage systems (SuDS) designed and built to manage surface water
- Sustainable transport including cycle ways and footpaths
- Parks and open spaces
- Urban Street Trees / Tree Lined Avenues
- Highway Verges
- Woodlands
- Flood defence schemes
- Watercourses
- Green walls and roofs, innovative building solutions which provide both a wildlife and flood management function

Strategic Assessment of Green Infrastructure

5.0.6 The Worcestershire GI strategy is based on a series of evidence bases which have assessed the green infrastructure provision in the county. These are referred to as green infrastructure framework documents;

- Framework Document 1; Green Infrastructure. Considers the main components of green infrastructure and the contribution which they make to green infrastructure.
- Framework Document 2; Environmental Character Areas. Considers the quality of green infrastructure in the county, through assessment of the quality of the natural and historic environment and in combination these form environmental character areas.
- Framework Document 3; Access and Recreation. Considers the provision of informal recreation facilities in county, their current use and capacity, and proposes areas for future growth.
- Framework Document 4; Health and Well-being. Considers the benefits of green infrastructure and the constitution that green infrastructure can make to the health and well-being priorities of the county.
- Framework Document 5; Green Infrastructure and Viability. Considers the economic value of green infrastructure and issues of cost and viability.

5.0.7 Alongside this suite of documents sits the Wyre Forest Green Infrastructure Strategy⁷⁹ which mirrors much of the information presented in framework document 2. In the future an update to these documents could be presented within a GI supplementary planning document for Wyre Forest, allowing for greater understanding and development of Wyre Forests GI assets.

5.0.8 This approach has then been supplemented by the development of a number of concept plans and referred to in local plan policy 14 to inform planning proposals in the district, concentrating on three key development corridors of:

- Kidderminster North
- Kidderminster East
- Urban and Waterfront

⁷⁹ Available at: <http://www.wyreforestdc.gov.uk/media/107621/EB046GreenInfrastructureStudy.pdf>

5.0.9 This approach advocates for clustering the largest quanta of developments and aligning sites within 'strategic corridors'. This then can deliver significant and meaningful GI gain. This becomes cohesive and delivers GI at a landscape scale surpassing what could be achieved by ad hoc treatment of individual sites alone.

5.0.10 The corridor approach includes common GI objectives across each one of:

- Biodiversity net gain
- Protection of existing ecological assets
- Improving habitat connectivity for:
 - Ancient woodlands
 - Acidic grasslands
 - Heathland
 - Wetlands
 - Trees outside woodland
- Capturing and treating surface water on site
- Improving quality of water flowing off site
- Protecting and enhancing the areas distinctive landscape and historic environment assets.

5.0.11 Wyre Forest includes the following environmental character areas:

- **Hagley Hinterland**
 - Strategic GI Approach Primary Objective: Protect and Restore
 - Overarching Principles: Maintain and restore habitat connectivity
 - Protect and restore acid grassland and wooded habitats.
- **Severn Valley North**
 - Strategic GI Approach Primary Objective: Protect and Enhance
 - Overarching Principles: Restoration of the Severn Floodplain
- **Teme Valley & Wyre Forest**
 - Strategic GI Approach Primary Objective: Protect and Enhance
 - Overarching Principles: Enhance stream and river corridors. Protect ancient countryside character. Protect and enhance the ancient woodland habitats of the Wyre Forest. Enhance and expand acid grassland habitats
- **Birchen Coppice**
 - Strategic GI Approach Primary Objective: Protect and Restore
 - Overarching Principles: Protect and restore networks and connectivity to the wider Teme Valley and Wyre Forest landscape

Analysis of GI Recreational Assets in Wyre Forest

5.0.12 Accessible natural greenspace covers 13.8% of the land area of the district, which is the highest percentage in the sub-region. Analysis carried out by Worcestershire County Council shows that households in the district have good access to most sizes of Accessible Natural Greenspace, with the poorest access being to sites of 2ha+ within 300m, where only 47% of households reach this standard. 88% of households in Wyre Forest district are within 5km of 100ha+ sites and 97% of

households are within 10km of 500ha+ sites. The majority of this access is concentrated in the Wyre Forest itself.

5.0.13 The District has six sub-regional GI assets:

- The Wyre Forest
- Ribbesford Wood
- Stourport-on-Severn Riverside Meadows
- Bewdley Riverside Meadows
- Kingsford Country Park
- Areley Birch and Coldridge Wood

5.0.14 The River Severn and the Staffordshire and Worcestershire Canal both flow through the District and there are also two Sustrans Routes; 54 which runs from Stourport to Derby, and 45 which runs between Salisbury and Cheshire and cuts through the middle of the Wyre Forest. Visitor pressure on the sub-regional assets in the district is quite mixed. The Wyre Forest and Kingsford Forest Park are both felt to be under significant visitor pressure, with only limited capacity to accommodate visitor increases. In a large site such as the Wyre Forest, visitor demand does vary greatly across the site, with areas close to car parks and offering visitor facilities experiencing the greatest pressures.

5.0.15 Given the pressure on local GI recreational assets the potential to develop a new Stour Valley Country Park is a long-held ambition of the district. Upon completion of the Kidderminster Flood Alleviation Scheme will the opportunity to create a new country park to the North of Kidderminster. The creation of a new country park would provide a new link between the town centre and the existing green corridor running from Springfield Park, Broadwaters, and Hurcott Pool via the important wetlands of the Stour and Blakedown Brook Valleys. This site will therefore remain safeguarded to allow for the development of a Stour Valley Country Park.

Green Infrastructure Policy

5.0.16 Wyre Forest Local Plan Review policy 14 requires sites to deliver 40% of functional GI. This functional GI should consider a benchmark for the design and maintenance of green infrastructure in housing and commercial development⁸⁰. This policy directs that each site should deliver the quantum of green infrastructure and there is a strong preference for green infrastructure on site. This will come from several sources and other policies including:

- Local Transport Plan 4, WFLPR policy number 13
- Flood risk management; WFLPR policy number 15
- Recreation; WFLPR policy number 20
- Biodiversity & Geodiversity; WFLPR policy number 11D

⁸⁰ Further detail can be found at: <https://www.buildingwithnature.org.uk/>

Securing Green Infrastructure

5.0.17 Green infrastructure can have a positive effect on site viability by adding value to the development in the long term or short term through, for example, increased sales or rental receipts. Similarly, it can help in meeting multiple requirements imposed on the developments such as habitat protection, landscape enhancements or flood risk mitigation which can be met by provision of green infrastructure on a single piece of land.

5.0.18 The positive effects of green infrastructure on the development viability and cost reduction can be ensured by:

- Early assessment and incorporation of green infrastructure into master planning as retrofitting at a later stage can be costlier.
- Carefully designed green infrastructure assets through master planning can create multi-functional assets such as a grass bank providing a surface water conveyance swale, visual amenity and pollinator services for example.
- Viability testing should include the current and future value of the green infrastructure assets.
- Ensure accurate costing when master planning to ensure no under or over provision occurs.
- Costing of multiple use assets once to avoid additional upfront costs.

5.0.19 Direct on-site delivery is the most frequent method to deliver green infrastructure on new development. The exact design, function, costs of the green infrastructure is negotiated as part of the planning application process. Typically, a phased plan for landscaping and other green infrastructure elements is usually submitted with planning applications.

5.0.20 Developer contributions in the form of section 106 agreements may also be used to fund green infrastructure projects directly related to a site. The future maintenance of GI assets will also need to be discussed during the development management process.

5.0.21 CIL (if implemented) contributions could also be used to fund strategic off-site projects which could have a wider county and district benefit. CIL contributions can also be used as revenue funding for enhancement and or modification of existing green infrastructure features. For CIL contributions to be used for green infrastructure projects it will need to be named as project area on the regulation 123 list.

Way Forward

5.0.22 Stour Valley Country Park proposal aside the precise need for on-site and off-site green infrastructure will be determined by the concept plans described above alongside a future GI supplementary planning document. In addition, development management conversations will further develop the requirements of the district. This chapter will benefit from future updating during the lifetime of the plan as befits the live status of the document.

6.0 Conclusions

Context

6.0.1 This section is focused on the way forward and purposely does not duplicate all that is contained in the previous five sections. The work has been progressed as far as is possible in the time available until June 2019 in consultation with the infrastructure providers. It has been produced by officers of Wyre Forest District Council in liaison with officers from the Worcestershire County Council. It represents evidence to help inform the Pre-Submission consultation, but it is not in itself WFDC policy. Nevertheless, it will help inform the examination in public of the Wyre Forest Local Plan. Above all else, it must be remembered that this is a living document and that all the information has been refined and updated as far as possible in June 2019. The WFIDP must be an ongoing document and it will be reviewed by WFDC on an ongoing basis. The document may be updated prior to the submission of the local plan depending on timescales, response to the further targeted pre-submission consultation and to stay current with any changes in local or national policy.

6.0.2 There are four key issues for consideration:

- a. the costing infrastructure
- b. site specifics and liaison with developers
- c. the infrastructure funding gap
- d. progression of the WFIDP towards submission of the local plan and beyond

6.0.3 Every effort has been made to ensure the accuracy and consistency of this document in the time available. Intensive technical consultation took place with infrastructure providers through summer 2016 and autumn 2016, spring 2017 and spring / summer 2018 to ensure that the information is as up to date as possible.

6.0.4 The WFIDP has had to be finalised in parallel with much other technical evidence in parallel. For example, the Viability Study, Housing Needs Study and the Local Plan itself have been worked on at the same time as this document. Despite this difficulty every effort has been made to achieve consistency between these parallel work streams.

6.0.5 If any unintentional inaccuracy or inconsistency has arisen, then WFDC will take the first opportunity to correct that in the next version of the WFIDP prior to submission of the local plan.

b) Costing Infrastructure

6.0.6 Every effort has been made to include the most accurate figures which could be provided by infrastructure providers through the process described above.

6.0.7 In some cases figures have been included which represent maximum figures rather than minimum figures. This applies to both the WFIDP and the Viability Study and

every effort has been made to achieve consistency between the two parts of the technical evidence base. It is recognised that infrastructure costs will be refined in time.

6.0.8 Some infrastructure costs are hard to disaggregate such as water supply and waste management. In the case of utilities, most of these costs are borne by the utility providers and developers rather than the local authorities. Overall, it is a complex picture but this WFIDP is intended to serve as a firm platform to build up a better picture of the infrastructure requirements in Wyre Forest in the plan period up to 2036.

c) Site Specifics and Liaison with Developers

6.0.9 Given the scale of proposed development in the WFLPR and the size of certain proposed sites, especially the proposed urban extensions, it was always going to be important to look at site specific issues to do with infrastructure. It was for this reason that, when the Council was approached by certain developers, the Council engaged in “without prejudice” discussions with those developers about their development proposals and the requisite infrastructure. In some cases, where appropriate, County Council officers were also involved. The outcome of this work is intended to result in statements of common ground with developers where appropriate to show the deliverability of the proposed sites. This position is subject to ongoing change and this dialogue is likely to continue right up to the submission of the local plan and beyond. This dialogue is in keeping with best practice of plan making and the development management process.

d) Infrastructure Funding Gap

6.0.10 Nearly all infrastructure delivery plans will have an infrastructure funding gap and this WFIDP is no different. The funding scenario is always in a state of change and any funding gap will be a snapshot in time. Nevertheless, this version of the WFIDP can provide a sound estimate of the funding gap as it is currently known. It is important to note the funding gap doesn't mean infrastructure projects will not be delivered. This is because the funding gap is expected to reduce over the lifetime of the plan as contributions are collected and appropriate funding bids are successful. Further detail on this can be found in section 2 (finance) of this WFIDP.

Transport

6.0.12 Work has been undertaken by WCC transport officers to identify the impact of schemes on existing and proposed transport infrastructure in Wyre Forest District. An estimate of costs has been put against identified schemes. Given the fact the viability work has been completed at the same time as this WFIDP no estimate of contributions has been added to the funding gap for transport. Only already secured funding has been considered. This work may need further updating prior to the submission of the local plan depending on changes in funding streams.

Education

6.0.13 Using the information presented in the tables in the education section of this WFIDP (see section 4.1), the County Council can show the estimated current education funding gap, which is included in table 6A above. The education funding gap can potentially include an element of Basic Need funding which has a primary function of funding demographic growth. This has been included in the funding secured column for ease of the reader.

6.0.14 It should be noted that Basic Need funding is not guaranteed. Basic Need funding is dependent on a funding allocation from Government to the local authority to help fulfil its duty to make sure there are enough school places for children in the local area. It is to aid demographic growth and not growth from housing development. In some cases, demographic growth and housing need may be in the same area allowing for the funding streams to be combined.

Total Funding Gap

Table 6A below estimates the total current funding gap as of June 2019. This figure will be in a constant state of change and may need updating prior to submission. This will be prudent as other funding sources come forward and development management conversations are concluded.

Table 6A Estimated Total Funding Gap 2019

	Total Transport Costs Estimated June 2019	Total Secured Funding	Estimated S106 Contributions	Estimated Funding Gap June 2019
All Local Plan Infrastructure	£124m	£19.1m	£27.6m	£77.3m

e) Progression of the WFIDP towards submission of the local plan and beyond

6.0.15 The infrastructure projects identified within this document could be subject to change due to changing policy or differing applications compared to allocations but also due to ever changing world of development. The parallel viability study published alongside this version of the WFIDP in June 2019 suggests caution at this stage in terms of introducing a Community Infrastructure Levy (CIL). However as identified every effort must be made to secure the funding of infrastructure and it should always be remembered that an emerging plan, supported by its IDP, can play an important role in supporting that bidding process. Future work with developers, infrastructure providers including WCC and LEPs will be vital to ensure deliverability.

Live Document

Appendix 1: Schedule of Infrastructure

Category	Project	WFLPR Policy	Delivery Partners	Estimated Cost £	Potential Sources of Funding	Estimated Timescale	Costs/Funding/Delivery Notes
3. PHYSICAL INFRASTRUCTURE							
3.1 Transport							
Kidderminster							
Highway Scheme	Churchfields Master plan	WFLP12&13	Worcestershire County Council, Development Industry	£5.3m	Local Growth Fund, S106	July 2019	Fully Funded
Highway Scheme	Capacity Enhancements at the following junctions: Park Gate Road / Lea Castle Drive Park Gate Road / Stourbridge Road Park Gate Road / Wolverhampton Road Wolverhampton Road / The Crescent Wolverhampton Road / Stourbridge Road	WFLP12&13	Worcestershire County Council, Development Industry	£2m	S106, S278, Local Growth Fund	TBC	NA

Category	Project	WFLPR Policy	Delivery Partners	Estimated Cost £	Potential Sources of Funding	Estimated Timescale	Costs/Funding/Delivery Notes
Highway Scheme	Capacity enhancements to A449 Chester Road North / A456 Birmingham Road junction	WFLP12&13	Worcestershire County Council, Development Industry	£1.5m	S106, S278, Local Growth Funding	TBC	NA
Highway Scheme	Capacity enhancements to A449 Chester Road South / Comberton Road	WFLP12&13	Worcestershire County Council, Development Industry	£1.5m	S106, S278, Local Growth Funding	TBC	NA
Highway Scheme	Capacity enhancements to A448 / Spennells Valley Roundabout	WFLP12&13	Worcestershire County Council, Development Industry	£1.5m	S106, S278, Local Growth Funding	TBC	NA
Highway Scheme	Capacity enhancements to A449 / Spennells Valley Road / Chester Road South Roundabout	WFLP12&13	Worcestershire County Council, Development Industry	£1.5m	S106, S278, Local Growth Funding	TBC	NA
Highway Scheme	Capacity enhancements to A449 / A442 / Wilden Lane Roundabout	WFLP12&13	Worcestershire County Council, Development Industry	£1.5m	S106, S278, Local Growth Funding	TBC	NA

Category	Project	WFLPR Policy	Delivery Partners	Estimated Cost £	Potential Sources of Funding	Estimated Timescale	Costs/Funding/Delivery Notes
Highway Scheme	Capacity enhancements to A448 Comberton Hill / A451 the Ringway Roundabout	WFLP12&13	Worcestershire County Council, Development Industry	£1.2m	S106, S278, Local Growth Funding	TBC	NA
Highway Scheme	Capacity enhancements to A456 Husum Way Roundabout	WFLP12&13	Worcestershire County Council, Development Industry	£1m	S106, S278, Local Growth Funding	TBC	NA
Highway Scheme	Capacity enhancements to Carpet Trades Way / Park Butts Ringway / St Marys Ringway	WFLP12&13	Worcestershire County Council, Development Industry	£2m	S106, S278, Local Growth Funding	TBC	NA
Highway Scheme	New Roundabout Wolverly Road (Lea Castle Site)	WFLP	Worcestershire County Council, Development Industry	£1.7m	S106, S278, Local Growth Funding	TBC	NA
Highway Scheme	Enhancements to A451 Stourbridge Road / Broadwaters Drive / Chester Road North Roundabout	WFLP	Worcestershire County Council, Development Industry	£0.7m	S106, S278, Local Growth Funding	TBC	NA

Category	Project	WFLPR Policy	Delivery Partners	Estimated Cost £	Potential Sources of Funding	Estimated Timescale	Costs/Funding/Delivery Notes
Highway Scheme	A456 Bewdley Hill Key corridor improvements	WFLP12&13	Worcestershire County Council, Development Industry	£2m	S106, S278, Local Growth Funding	TBC	NA
Rail Schemes	Kidderminster Station Enhancements	WFLP12&13	Worcestershire County Council, Network Rail	£5.4m	S106, Local Growth Funding, Network Rail	Being delivered in 2018/19	NA
Rail Schemes	Kidderminster Station Phase 2 Improvements to Worcester Bound Platform	WFLP12&13	Worcestershire County Council, Network Rail	£200,000	S106, Local Growth Funding, Network Rail	TBC	NA
Rail Schemes	Blakedown Station Enhancements Phase 1 – Provision of additional car parking (Station Yard)	WFLP12&13	Worcestershire County Council, Network Rail	£1.6m (includes land costs)	S106, Local Growth Funding, Network Rail	TBC	NA
Passenger Transport Schemes	Introduction of Real Time Information Systems (RTIS) and bus stop improvements on the following corridors:	WFLP12&13	Worcestershire County Council, Bus Companies, Development Industry	£25K per bus stop. Estimated 10 stops per	S106, S278, Local Growth Funding	TBC	NA

Category	Project	WFLPR Policy	Delivery Partners	Estimated Cost £	Potential Sources of Funding	Estimated Timescale	Costs/Funding/Delivery Notes
	Bewdley Hill Comberton Hill Stourport Road Worcester Road Coventry Street Stourbridge Road / Blackwell Street			corridor. Total Cost £1.5m			
Active Travel Schemes	A451 Stourbridge Road Off Road cycleway from Park Gate Inn to A449 (Worcester Road) mini roundabout. Connect to Yew Tree Inn (cycleway on road)	WFLP12&13	Worcestershire County Council, Sustrans, Development Industry	£2m	S106, S278, Local Growth Funding	TBC	NA
Active Travel Schemes	A448 Comberton Road. New cycle way (on and off road) from Spennells Valley Road to Kidderminster Railway Station	WFLP12&13	Worcestershire County Council, Sustrans, Development Industry	£1.5m	S106, S278, Local Growth Funding	TBC	NA
Active Travel Schemes	Kidderminster Railway Station to town Centre	WFLP12&13	Worcestershire County Council, Sustrans, Development Industry	£1m	S106, S278, Local Growth Funding	TBC	NA

Category	Project	WFLPR Policy	Delivery Partners	Estimated Cost £	Potential Sources of Funding	Estimated Timescale	Costs/Funding/Delivery Notes
Active Travel Schemes	Spennells Valley Road. Reduction in road width to provide widening of footway to 3.5m allowing for shared cycle way from A448 to Worcester Road roundabout	WFLP12&13	Worcestershire County Council, Sustrans, Development Industry	£1.5m	S106, S278, Local Growth Funding	TBC	NA
Active Travel Schemes	A456 Birmingham Road. Introduction of some TRO's and reallocation of space to enhance the route for cyclists and pedestrians	WFLP12&13	Worcestershire County Council, Sustrans, Development Industry	£0.5m	S106, S278, Local Growth Funding	TBC	NA
Stourport							
Highway Schemes	York Street / High Street / New Street. Introduction of signals or shared space to enhance pedestrian connectivity and manage flows.	WFLP12&13	Worcestershire County Council, Development Industry	£1m	S106, S278, Local Growth Funding	TBC	NA
Highway Schemes	Improvements to Burlish Crossroads (may require acquisition of property)	WFLP12&13	Worcestershire County Council, Development Industry	£1.5m	S106, S278, Local Growth Funding	TBC	NA

Category	Project	WFLPR Policy	Delivery Partners	Estimated Cost £	Potential Sources of Funding	Estimated Timescale	Costs/Funding/Delivery Notes
Highway Schemes	Capacity enhancements to junction of Windermere Way with A451	WFLP12&13	Worcestershire County Council, Development Industry	£1m	S106, S278, Local Growth Funding	TBC	NA
Passenger Transport Schemes	RTIS on following corridors: Worcester Road Minster Road Bewdley Road Hartlebury Road Dunley Road / Bridge Street	WFLP12&13	Worcestershire County Council, Bus Companies, Development Industry	£25K per bus stop. Estimated 10 stops per corridor. Total Cost £1.25m	S106, S278, Local Growth Funding	TBC	NA
Active Travel Schemes	Caunsall to Stourport-on-Severn Canal Towpath Improvement	WFLP12&13	Worcestershire County Council, Sustrans, Development Industry	£1.56m	S106, S278, Local Growth Funding	TBC	NA
Other Schemes	Provision of car park to the east of the Town Centre (Discovery Way)	WFLP12&13	Worcestershire County Council, Development Industry	£1m	S106, S278,	TBC	NA

Category	Project	WFLPR Policy	Delivery Partners	Estimated Cost £	Potential Sources of Funding	Estimated Timescale	Costs/Funding/Delivery Notes
Bewdley							
Highway Schemes	Welch Gate / Dowles Road AQMA. A package of improvements to reduce vehicle flows through the junction to include: alterations to nearby junctions, Traffic Regulation Orders (TRO's), review of parking arrangements and promotion of active travel modes	WFLP12&13	Worcestershire County Council, Development Industry	£1m	S106, S278, Local Growth Funding	TBC	NA
Passenger Transport Schemes	RTIS on following corridors: Kidderminster Road Dowles Road Cleobury Road / Welch Gate Stourport Road Richmond Road	WFLP12&13	Worcestershire County Council, Bus Companies, Development Industry	£25K per bus stop. Estimated 6 stops per corridor. Total Cost £1.25m	S106, S278, Local Growth Funding	TBC	NA
Active Travel Schemes	Active travel corridor from Bewdley to Wyre Forest	WFLP12&13	Worcestershire County Council, Sustrans, Development Industry	£2m	S106, S278, Local Growth Funding	TBC	NA

Category	Project	WFLPR Policy	Delivery Partners	Estimated Cost £	Potential Sources of Funding	Estimated Timescale	Costs/Funding/Delivery Notes
Active Travel Schemes	Cycle path improvements to NCN45, LCN39 Bewdley leisure centre to Birchen Coppice	WFLP12&13	Worcestershire County Council, Sustrans, Development Industry	£0.5m	S106, S278, Local Growth Funding	TBC	NA
Active Travel Schemes	Cycle path widening and provision at Catchems End Roundabout to Summerhill Avenue	WFLP12&13	Worcestershire County Council, Sustrans, Development Industry	£0.5m	S106, S278, Local Growth Funding	TBC	NA
Other Schemes	Provision of car park to the east of Bewdley B4190	WFLP12&13	Worcestershire County Council, Development Industry	£1.5m	S106, S278, Local Growth Funding	TBC	NA
Strategic Transport Infrastructure Projects							
Rail Schemes	Blakedown Railway Station Provision of additional car parking facilities (150 - 170 spaces) - Phase 2 Improvements to passenger information and station facilities	WFLP12&13	Worcestershire County Council, Network Rail, Development Industry	£5.6m	S106, S278, Local Growth Funding, Rail Industry	TBC	NA

Category	Project	WFLPR Policy	Delivery Partners	Estimated Cost £	Potential Sources of Funding	Estimated Timescale	Costs/Funding/Delivery Notes
	Improvements to walking /cycling routes to the station						
Rail Schemes	Hartlebury Railway Station Provision of additional car parking facilities Improvements to passenger information and station facilities Improvements to walking /cycling routes to the station	WFLP12&13	Worcestershire County Council, Network Rail, Development Industry	£1.5m	S106, S278, Local Growth Funding, Rail Industry	TBC	NA
Highway Scheme	Mustow Green - Reposition junction and increase size	WFLP12&13	Worcestershire County Council, Development Industry	£1.8m	S106, S278, Local Growth Funding, National Transport Funding	TBC	NA
Highway Scheme	A449/A450 Black Bridge & A449/A442 & A450/A442 Reconfigure A449 to one-way northbound from A450 to A442	WFLP12&13	Worcestershire County Council, Development Industry	£1.7m	S106, S278, Local Growth Funding, National Transport Funding	TBC	NA

Category	Project	WFLPR Policy	Delivery Partners	Estimated Cost £	Potential Sources of Funding	Estimated Timescale	Costs/Funding/Delivery Notes
Highway Scheme	A450/B4188 Hackmans Gate Introduction of Microprocessor Optimised Vehicle Actuation (MOVA) software to improve signal capacity	WFLP12&13	Worcestershire County Council, Development Industry	£100,000	S106, S278, Local Growth Funding, National Transport Funding	TBC	NA
Highway Scheme	A456/A450 Ban movements and provide two-lane exit merge eastbound	WFLP12&13	Worcestershire County Council, Development Industry	£365,000	S106, S278, Local Growth Funding, National Transport Funding	TBC	NA
Highway Scheme	A450/B4187 Introduce a longer left turn taper to B4187 from the A456 and improve pedestrian safety	WFLP12&13	Worcestershire County Council, Development Industry	£143,000	S106, S278, Local Growth Funding, National Transport Funding	TBC	NA
3.3 Waterways Infrastructure							
Waterways Projects	Towpath Improvements from Caldwell Bridge (15) to Lime Kilns Bridge (17) 2m wide macadam pathway	WFLP11 & 13	Worcestershire County Council, Development Industry, Canal & River Trust	£300K	S106, Canal & River Trust	TBC	NA

Category	Project	WFLPR Policy	Delivery Partners	Estimated Cost £	Potential Sources of Funding	Estimated Timescale	Costs/Funding/Delivery Notes
Waterways Projects	Canal Bridge under walk at St Marys Ringway – general improvement works to improve public safety	WFLP11 & 13	Worcestershire County Council, Development Industry, Canal & River Trust	£20K	S106, Canal & River Trust	TBC	NA
Waterways Projects	Lighting for town centre towpath are between Kidderminster Bridge and Caldwell Hall Bridge	WFLP11 & 13	Worcestershire County Council, Development Industry, Canal & River Trust	£80K	S106, Canal & River Trust	TBC	Future maintenance costs and ownership issues need to be discussed.
Waterways Projects	Minor works to canal accesses adjacent to proposed development	WFLP11 & 13	Worcestershire County Council, Development Industry, Canal & River Trust	£30K	S106, Canal & River Trust	TBC	NA

4. Social Infrastructure

4.1 Education

Kidderminster

Category	Project	WFLPR Policy	Delivery Partners	Pri Cost £	Sec Cost £	Potential Sources of Funding	Est Timescales	Costs/Funding /Delivery Notes
Statutory School Age	Churchfields (BW1)	WFLP12	Worcestershire County Council, Development Industry, Education Funding Agency	£746,194	£1,041,607	S106, Basic Need	Up to 2036	NA
Statutory School Age	Land at Low Habberley (WA/KF/3)	WFLP12	Worcestershire County Council, Development Industry, Education Funding Agency	£387,633	£541,094	S106, Basic Need	Up to 2036	NA
Statutory School Age	Land at Stone Hill North (OC/13 (N)), Land East of Offmore (OC/6).	WFLP12	Worcestershire County Council, Development Industry, Education	£6,629,207	£6,493,132	S106, Basic Need	Up to 2036	New Primary School see chapter 4.1

Category	Project	WFLPR Policy	Delivery Partners	Pri Cost £	Sec Cost £	Potential Sources of Funding	Est Timescales	Costs/Funding /Delivery Notes
			Funding Agency					
Statutory School Age	Lea Castle (WR/WC/15), Lea Castle East (WFR/WC/32), Lea Castle West (WFR/WC/33), Lea Castle Axborough Lane	WFLP12	Worcestershire County Council, Development Industry, Education Funding Agency	£6,499,996	£6,312,768	S106, Basic Need	Up to 2036	New Primary School see chapter 4.1
Statutory School Age	Other Kidderminster sites (less than 100 dwellings each)	WFLP12	Worcestershire County Council, Development Industry, Education Funding Agency	£2,674,669	£3,733,551	S106, Basic Need	Up to 2036	NA
Stourport								
Statutory School Age	Pearl Lane Areley Kings	WFLP12	Worcestershire County Council, Development Industry, Education Funding Agency	£933,030	£1,127,280	S106, Basic Need	Up to 2036	NA

Category	Project	WFLPR Policy	Delivery Partners	Pri Cost £	Sec Cost £	Potential Sources of Funding	Est Timescales	Costs/Funding /Delivery Notes
Statutory School Age	Land west of former school site, Coniston Crescent (LI/11)	WFLP12	Worcestershire County Council, Development Industry, Education Funding Agency	£746,424	£901,824	S106, Basic Need	Up to 2036	NA
Statutory School Age	School Site Coniston Crescent (MI/38)	WFLP12	Worcestershire County Council, Development Industry, Education Funding Agency	£429,194	£518,549	S106, Basic Need	Up to 2036	NA
Statutory School Age	Carpets of Worth (AKR/20)	WFLP12	Worcestershire County Council, Development Industry, Education Funding Agency	£410,533	£496,003	S106, Basic Need	Up to 2036	NA
Statutory School Age	Steatite Way	WFLP12	Worcestershire County Council, Development Industry, Education Funding Agency	£395,605	£477,967	S106, Basic Need	Up to 2036	NA

Category	Project	WFLPR Policy	Delivery Partners	Pri Cost £	Sec Cost £	Potential Sources of Funding	Est Timescales	Costs/Funding/Delivery Notes
Statutory School Age	Other Stourport sites (less than 100 dwellings each)	WFLP12	Worcestershire County Council, Development Industry, Education Funding Agency	£1,074,850	£1,298,627	S106, Basic Need	Up to 2036	NA
Bewdley								
Statutory School Age	Bewdley sites	WFLP12	Worcestershire County Council, Development Industry, Education Funding Agency	£726,812	£1,014,552	S106, Basic Need	Up to 2036	NA

Category	Project	WFLPR Policy	Delivery Partners	Estimated Cost £	Potential Sources of Funding	Estimated Timescale	Costs/Funding/Delivery Notes
4.2 Health Care							
Primary Health Care	GP Surgery Requirement Kidderminster Town	WFLP9 & 12	Development Industry & NHS	£821,983	S106, NHS Funding	TBC	

Category	Project	WFLPR Policy	Delivery Partners	Estimated Cost £	Potential Sources of Funding	Estimated Timescale	Costs/Funding/Delivery Notes
Primary Health Care	GP Surgery Requirement Lea Castle and Kidderminster North	WFLP9 & 12	Development Industry & NHS	£1,371,839	S106, NHS Funding	TBC	
Primary Health Care	GP Surgery Requirement Kidderminster East	WFLP9 & 12	Development Industry & NHS	£821,939	S106, NHS Funding	TBC	
Primary Health Care	GP Surgery Requirement Stourport	WFLP9 & 12	Development Industry & NHS	£821,983	S106, NHS Funding	TBC	
Primary Health Care	GP Surgery Requirement Bewdley	WFLP9 & 12	Development Industry & NHS	£275,220	S106, NHS Funding	TBC	
Acute Health Care Services	All sites across local plan	WFLP9 & 12	Development Industry & NHS	£740.04 per dwelling	S106, NHS Funding	TBC	
4.3 Sports and Recreation Facilities							
Sports & Rec	Provide a new facility for Wyre Forest Gymnastics School	WFLP9 & 12	WFDC, Development Industry & Appropriate Sports Body	£85K - £250K	S106, Sports England	TBC	NA

Category	Project	WFLPR Policy	Delivery Partners	Estimated Cost £	Potential Sources of Funding	Estimated Timescale	Costs/Funding/Delivery Notes
Sports & Rec	Determine feasibility of extension of Kidderminster Youth Sports Hall	WFLP9 & 12	WFDC, Development Industry & Appropriate Sports Body	£500k - £1m	S106, Sports England	TBC	NA
Sports & Rec	Determine feasibility of replacement of Stourport Athletics Track	WFLP9 & 12	WFDC, Development Industry & Appropriate Sports Body	£500k - £750k	S106, Sports England	TBC	NA
Sports & Rec	Modernisation of Bewdley Leisure Centre	WFLP9 & 12	WFDC, Development Industry & Appropriate Sports Body	£500k - £750k	S106, Sports England	TBC	NA
Sports & Rec	Deliver additional outdoor court at Kidderminster Tennis Club	WFLP9 & 12	WFDC, Development Industry & Appropriate Sports Body	£30k	S106, Sports England	TBC	NA
Sports & Rec	Resurface Stourport Sports Club Hockey Pitch	WFLP9 & 12	WFDC, Development Industry & Appropriate Sports Body	£50k - £250K	S106, Sport England, English Hockey	TBC	NA

Category	Project	WFLPR Policy	Delivery Partners	Estimated Cost £	Potential Sources of Funding	Estimated Timescale	Costs/Funding/Delivery Notes
Sports & Rec	Bewdley Cricket Ground – Pitch Relay	WFLP9 & 12	WFDC, Development Industry & Appropriate Sports Body	£50K	S106, Sports England, English Cricket Board	TBC	NA
Sports & Rec	2 X 3G Pitch Installation One located at Lea Castle and One TBC	WFLP9 & 12	WFDC, Development Industry, FA	£985K each	S106, Sports England, FA	TBC	NA
Sports & Rec	Stone Cricket Club – Replace current ancillary features and improve pitch quality	WFLP9 & 12	WFDC, Development Industry & Appropriate Sports Body	TBC	S106, Sports England, English Cricket Board	TBC	NA
Sports & Rec	Birmingham Metropolitan College – Improve ancillary features, improve drainage and pitch quality	WFLP9 & 12	WFDC, Development Industry & Appropriate Sports Body	TBC	S106, Sports England, FA	TBC	NA
Sports & Rec	Stourport Rugby Club – Improve pitch quality, explore new drainage solutions, explore new floodlights	WFLP9 & 12	WFDC, Development Industry & Appropriate Sports Body	TBC	S106, Sports England, RFU	TBC	NA
4.4 Emergency Services							

Category	Project	WFLPR Policy	Delivery Partners	Estimated Cost £	Potential Sources of Funding	Estimated Timescale	Costs/Funding/Delivery Notes
Emergency Services	Kidderminster Town Sites – Equipment, Officers, Premises and Vehicles	WFLP9 & 12	WFDC, West Mercia Police	£142,083	S106, Council Tax	TBC	NA
Emergency Services	Kidderminster Eastern Expansion Sites – Equipment, Officers, Premises and Vehicles	WFLP9 & 12	WFDC, West Mercia Police	£187,970	S106, Council Tax	TBC	NA
Emergency Services	Lea Caste Village Sites – Equipment, Officers, Premises and Vehicles	WFLP9 & 12	WFDC, West Mercia Police	£187,970	S106, Council Tax	TBC	NA
Emergency Services	Stourport on Severn Sites – Equipment, Officers, Premises and Vehicles	WFLP9 & 12	WFDC, West Mercia Police	£142,083	S106, Council Tax	TBC	NA
Emergency Services	Bewdley Sites – Equipment, Officers, Premises and Vehicles	WFLP9 & 12	WFDC, West Mercia Police	£44,895	S106, Council Tax	TBC	NA
Emergency Services	Rural Village Sites – Equipment, Officers, Premises and Vehicles	WFLP9 & 12	WFDC, West Mercia Police	£44,895	S106, Council Tax	TBC	NA
5.0 Green Infrastructure							
Green Space	Stour Valley Country Park	WFLP11, 12 & 14	WFDC, Development Industry	TBC	S106, Lottery Funding	TBC	See chapter 5.0 for more details