

# Wyre Forest District Council



**Infrastructure Plan  
September 2012**

## 1. INTRODUCTION

1.1 The Infrastructure Delivery Plan (IDP) is part of the evidence base that has informed the preparation of planning policy and site allocations within the Wyre Forest District. The IDP examines the physical, social and green infrastructure provision that exists within the District and will seek to identify any gaps or capacity issues within this existing provision.

1.2 With this in mind the aims of the IDP are identified as follows:

## 2. AIMS OF THE IDP

- Review the existing capacity of social, physical and green infrastructure provision across the District
- Identify the deficiencies in infrastructure and highlight what is required to serve the proposed level of growth within the District
- Identify the delivery mechanisms required to implement the required infrastructure
- Where possible, identify the responsible delivery body and provide a broad indication of costs
- Identify what funding sources might be available to facilitate implementation
- Establish an effective monitoring and review process
- To help inform the Section 123 list for infrastructure funding under the Community Infrastructure Levy.

## 3. BACKGROUND

3.1 The IDP needs to be comprehensive whilst remaining realistic. Government policy is set out in the National Planning Policy Framework (NPPF) and states at paragraph 162:

*Local Planning Authorities should work with other authorities and providers to:*

- *Assess the quality and capacity of infrastructure for transport, water supply, wastewater and its treatment, energy (including heat), telecommunications, utilities, waste, health, social care, education, flood risk and coastal change management, and its ability to meet forecast demands*
- *Take account of the need for strategic infrastructure including nationally significant infrastructure within their areas.*

3.2 Paragraphs 173 -177 place significant emphasis on ensuring viability and deliverability within plans. Specifically it states:

*173: "Pursuing sustainable development requires careful attention to viability and costs in plan making and decision-taking. Plans should be deliverable. Therefore the sites and the scale of development identified in the plan should not be subject to such a scale of obligations and policy burdens that their ability to be developed viably is threatened. To ensure viability the costs of any requirements likely to be applied to development, such as requirements for affordable housing, standards, infrastructure contributions or other requirements should, when taking account of the normal cost of development and mitigation, provide competitive returns to a willing land owner and willing developer to enable the development to be deliverable."*

175: *“Where practical, Community Infrastructure Levy charges should be worked up and tested alongside the Local Plan. The Community Infrastructure Levy should support and incentivise new development, particularly by placing control over a meaningful proportion of the funds raised with the neighbourhoods where development takes place.”*

177: *“It is equally important to ensure that there is a reasonable prospect that planned infrastructure is deliverable in a timely fashion. To facilitate this, it is important that local planning authorities understand district wide development costs at the time Local Plans are drawn up. For this reason, infrastructure and development policies should be planned at the same time, in the Local Plan. Any affordable housing or local standards requirements that may be applied to development should be assessed at the plan making stage, where possible and kept under review.”*

- 3.3 The Planning Advisory Service provides further guidance on Infrastructure planning and rightly identifies that an Infrastructure Delivery Plan is not something that planners can do alone. Planners need to draw on and influence the investment strategies and infrastructure programmes within the local authority and other organisations in its area where possible.

*“To achieve an integrated approach, authorities need to work with local investors from the public, private, voluntary and community sectors. From the public sector this includes service providers within local authorities such as children’s services, highways, housing, waste collection and disposal and regeneration. Externally, it includes health providers, the police, fire and rescue, courts and government departments. In the private sector, investment operates at all scales and some are essential services for any thriving community, such as leisure facilities and early years childcare provision. The voluntary and community sector also invest in infrastructure through sports and social clubs, hospices and through delivery of services.”*

#### **4. WYRE FOREST LOCAL DEVELOPMENT PLAN**

- 4.1 In preparing the IDP due regard has been had to the recent Adoption of the Wyre Forest Core Strategy. The Core Strategy identifies potential infrastructure requirements based on best available information at the time. This report therefore seeks to update the information on infrastructure to support the development of the site specific Development Plan Documents.
- 4.2 The development targets for the District are already agreed and identified through the adoption of the Core Strategy and therefore the key is to understand what infrastructure will be required to ensure that the planned development within the District can be delivered.
- 4.3 It is important to note what development has already occurred within the District, since 2006, and what development currently has planning permission, as this will identify what is already deemed deliverable by virtue of planning permission. This is explained further on in the Plan.

## 5. WORCESTERSHIRE WIDE INFRASTRUCTURE PLANNING

- 5.1 This District level Infrastructure Delivery Plan has been produced to outline what infrastructure issues and needs are apparent for Wyre Forest District. This IDP is a District specific document that concentrates on infrastructure at a local level.
- 5.2 However, a more strategic level county-wide IDP is also being prepared and the District level IDP should be read in conjunction with this. The District wide IDP seeks to supplement the County wide study with more local information on infrastructure issues and requirements to meet the development levels identified in the Core Strategy.
- 5.3 The emerging County Infrastructure Strategy will:
- Be an informal Infrastructure Strategy as advocated by the NPPF
  - Drive their Corporate Plan and influence partners, including statutory planning.
  - Cover only the strategic issues that require collaboration to enable the delivery of sustainable development
  - Help district councils and partners to plan for the infrastructure needed
  - Give confidence to house builders and businesses investing in Worcestershire
  - Ensure the wider social and place shaping context is reflected in plans
- 5.4 Once completed, Worcestershire County Council will regularly update the priority infrastructure list and pipeline of projects and assess progress made towards its implementation. It will be formally reviewed and updated every three years to ensure that any changes to funding, prioritisation and development activity can be reflected and taken into account.
- 5.5 The Worcestershire IDP Options Consultation identifies the following priority development sites for the Wyre Forest District:
- South Kidderminster Business Park (Stourport Road, former British Sugar Site)
  - Kidderminster Central Area Regeneration Sites (as set out within the KCAAP)
- 5.6 The Worcestershire IDP Options Consultation has been informed by another document produced by the County Council known as the 'Needs and Issues Evidence Paper'. The needs and issues paper has been developed in consultation with infrastructure providers and provides useful evidence base which has also helped to underpin some of this District specific IDP. The 'Needs and Issues' paper supplements and refreshes, but does not replace, an earlier Infrastructure Requirements study, that was undertaken by Baker Associates in 2009. The Baker Study is discussed further in the below section.

### **Infrastructure Requirements Study - Baker Associates (2009)**

- 5.7 In 2008 Worcestershire County Council commissioned Baker Associates to identify the infrastructure requirements arising from the development targets set out in the Regional Spatial Strategy (RSS) Phase Two Preferred Option report.
- 5.8 The study identified the existing capacity of the infrastructure and then assessed the impacts of additional development on the requirement for infrastructure. The study also sought to provide an indicative cost for additional infrastructure required as a result of development

and to identify funding mechanisms and responsibility for delivery. The Baker Study, based on RSS targets, found that within Worcestershire the total cost of infrastructure required would be in the region of £819.33 million.

The Place Shaping Group and Worcestershire County Council have prioritised four economic development areas across Worcestershire where they want to show the efficient delivery of infrastructure. These include the South Kidderminster Enterprise Park. Consultants have been appointed to look at the constraints to their delivery which includes identifying the infrastructure gap.

## **5.9 Local Enterprise Partnerships (LEP)**

5.10 Wyre Forest District is located within two Local Enterprise Partnerships; Worcestershire LEP and Greater Birmingham and Solihull LEP. The involvement of the District in both Partnerships reflects the economic geography of an area that has strong ties with the County in which it is located, Worcestershire, as well as the larger urban conurbation of Birmingham and its surrounding areas.

5.11 The Councils involvement in both of the LEP's has already meant that funding has been secured for infrastructure improvements from both of the partnerships. The continuing good relationship between the Council and the LEP's will be a key element of ensuring that the District is positioned to drive its economic prosperity and that opportunities to access funding streams for infrastructure exist and are available.

## **6. METHODOLOGY**

6.1 The purpose of the IDP is not to create a freestanding, detailed document that would duplicate the function of existing and bespoke infrastructure investment plans, and which Infrastructure Providers would not be bound to deliver. Instead, it is a mechanism to ensure that infrastructure providers – individually and collectively - are planning for broadly the correct level of future development, which can be supplemented as appropriate using contributions linked to new developments, such as s106 funding or Community Infrastructure Levy (CIL).

6.2 It is under this backdrop that this IDP has been produced. The main focus of the plan is to review existing available information whilst liaising with key infrastructure providers to ascertain what their business plans and priorities are as associated with the future development needs within the District. A number of infrastructure service providers only plan on short time cycle (3-5 years) and others tend to react when proposals are at the planning applications stage. This can make the identification of infrastructure to meet the Development Plan timeframe (2006 – 2026) a difficult task. Emphasis within this study has therefore been placed on ensuring that infrastructure is in place to meet the early phases of the plan delivery with the realisation that some forms of infrastructure may need to be considered further for the later phases of the plan.

6.3 It is also important that mechanisms are in place to ensure that good communication between developers, local authorities, funding partners and infrastructure providers exist, to monitor development as it is brought forward and in particular to discuss the development of strategic sites. The IDP forms an important part of the evidence base for Development Plan Documents and covers the plan period to 2026.

- 6.4 The methodology for producing the IDP has been guided by advice provided by Communities and Local Government (CLG) and the Planning Advisory Service (PAS).
- 6.5 The Infrastructure Delivery Plan schedule should be seen as a package of measures to help deliver sustainable development as identified within the Local Development Framework. As such the various components of infrastructure identified are collectively important in delivering the strategic objectives of the Plan. Nevertheless, some elements of infrastructure have a particular emphasis on delivering specific strategic objectives. Where there is such an emphasis it is acknowledged in the infrastructure schedule, along with links to the relevant Core Strategy Policies.
- 6.6 This IDP therefore seeks to address the following:
1. Provide an overview of current provision under the infrastructure type classifications.
  2. Identify opportunities and challenges in delivering infrastructure
  3. Evaluate relevant funding streams and investment programmes
  4. Assess the impact of the proposed scales of development and the associated demands for additional infrastructure provision
  5. Provide an outline delivery programme for the District's Infrastructure needs to 2026.
- 6.7 The majority of the information included within the IDP comes from one or more of the following sources
- Evidence Base
  - Representations received through Development Planning process
  - Discussions with stakeholders
  - County Council Consultation

## 7. **WHAT IS INFRASTRUCTURE?**

- 7.1 'Infrastructure' means the facilities and services that help local people to live their everyday lives. It can range from strategic provision, such as a new road or school, to the creation of a local play-space. Providing the appropriate range and scale of accessible supporting social, community, economic, environmental and physical infrastructure is crucial to delivering healthy and sustainable communities. The Core Strategy focuses on the Council's role in facilitating such communities and the mechanisms for delivering the infrastructure that it can through the planning system. It includes Policy CP07 which specifies that new development proposals must contribute towards the retention and formation of sustainable communities within the District. Applicants will be required to provide evidence that the provision of community infrastructure has been fully considered as part of major new development proposals.
- 7.2 As identified above, there are a number of different types of infrastructure that exist. For the purposes of this delivery plan infrastructure has been split into three main categories which are:

- Physical infrastructure;

- Social infrastructure; and
- Green infrastructure.

7.3 These broad terms highlight the main strands of infrastructure that exist but it is important to note that these are not mutually exclusive and obvious relationships exist between the different strands. The multi-functional role of infrastructure is an important component for the planning system to understand and utilise and this is something that the Council is acutely aware of. Therefore, although the different types of infrastructure are split up under subject areas below and are assessed independently in this delivery plan, the synergy between them is also considered and identified where relevant. For example, new cycle and pedestrian routes whilst providing important physical infrastructure could also be used as a green infrastructure corridor if accompanied by appropriate landscaping and planting.

7.4 It is under this framework that the Delivery Plan has been developed. The different types of infrastructure that have been identified for consideration within this plan are as follows:

<b>PHYSICAL INFRASTRUCTURE</b>	
<b>Transport</b>	<ul style="list-style-type: none"> <li>• Road</li> <li>• Rail</li> <li>• Bus</li> <li>• Cycling</li> <li>• Walking</li> <li>• Parking</li> <li>• Waterways</li> </ul>
<b>Energy</b>	<ul style="list-style-type: none"> <li>• Electricity</li> <li>• Gas</li> <li>• Renewable Energy</li> </ul>
<b>Water and Drainage</b>	<ul style="list-style-type: none"> <li>• Water Supply</li> <li>• Waste Water</li> <li>• Drainage</li> <li>• Flood Defences</li> </ul>
<b>Waste</b>	<ul style="list-style-type: none"> <li>• Collection and Disposal</li> </ul>
<b>Other</b>	<ul style="list-style-type: none"> <li>• Telecommunications</li> <li>• Broadband</li> </ul>
<b>SOCIAL INFRASTRUCTURE</b>	
<b>Health</b>	<ul style="list-style-type: none"> <li>• Hospital</li> <li>• GP Surgeries</li> <li>• Health Centres</li> </ul>
<b>Education</b>	<ul style="list-style-type: none"> <li>• Primary</li> <li>• Secondary</li> <li>• Further Education</li> </ul>
<b>Emergency Services</b>	<ul style="list-style-type: none"> <li>• Police</li> <li>• Fire</li> <li>• Ambulance</li> </ul>
<b>Leisure Services</b>	<ul style="list-style-type: none"> <li>• Swimming Pools</li> <li>• Sports Centres</li> </ul>

	<ul style="list-style-type: none"> <li>• Sports Pitches</li> </ul>
<b>Cultural Services</b>	<ul style="list-style-type: none"> <li>• Museums</li> <li>• Libraries</li> </ul>
<b>Community Services</b>	<ul style="list-style-type: none"> <li>• Community Centres / Meeting Halls / Parish Rooms</li> <li>• Places of Worship</li> <li>• Cemeteries</li> <li>• Post Offices</li> </ul>
<b>GREEN INFRASTRUCTURE</b>	
	<ul style="list-style-type: none"> <li>• Landscape Designations</li> <li>• Biodiversity Features</li> <li>• Geodiversity Features</li> <li>• Historic Environment</li> <li>• Strategic Open Space and recreational areas</li> </ul>

## 8. The Current Policy Approach

8.1 The national policy approach to infrastructure provision has been identified in section 3 of this document. This section identifies in detail the current approach of adopted and emerging policy within the District, with regard to infrastructure provision.

8.2 The current Development Plan for the District comprises of the Adopted Local Plan of 2004, the Adopted Core Strategy of 2010 and the emerging Site Allocations and Policies DPD and the Kidderminster Central Area Action Plan DPD. The Council also have an adopted S.106 SPD, which identifies the infrastructure that is currently required from development. The various policies included within these plans are identified below:

### 8.3 Core Strategy (Adopted December 2010)

8.4 The Adopted Core Strategy includes a number of policies that will help to ensure that infrastructure is delivered within the District. Some of the policies that specifically refer to infrastructure requirements from new development are as follows:

- CP02: Water Management
- CP03: Promoting Transport Choice and Accessibility
- CP07: Delivering Community Wellbeing
- CP13: Providing a Green Infrastructure Network

### 8.5 Planning Obligations SPD (Adopted February 2007)

8.6 The District Council has an adopted Planning Obligations SPD, which sets out the requirements for contributions from different types of development. This enables the Council to ensure that relevant infrastructure is provided through the development control process. The Planning Obligations SPD can be viewed in full on the District Council's website [www.wyreforestdc.gov.uk](http://www.wyreforestdc.gov.uk)



## 8.7 Emerging Site Allocations and Policies DPD and Kidderminster Central Area Action Plan DPD

Two other Development Plan Documents are also being progressed by the Council and these plans both include policies that directly relate to new infrastructure provision. These policies are linked to this infrastructure plan and the documents are inextricably linked.

## 9. Wyre Forest Development - Context

9.1 Prior to looking at future infrastructure needs it is important to understand the development context that provides the framework for considering site allocations. The Core Strategy identifies the following quantum of development that Wyre Forest District Council needs to plan for from 2006 – 2026:

- Residential: 4,000 dwellings
- Employment Land: 44ha
- Retail Space: 25,000 sqm
- Office Space: 40,000 sqm

9.2 These figures drive the need for sufficient sites to be allocated through the site specific Development Plan Documents. As well as meeting this numerical target, it is also important that the site selection is in conformity with the Core Strategy's Development Strategy. Furthermore, as the plan period runs from 2006, it is important that completions and commitments since that date are factored in to the decision making process, so that a clear picture of development required is provided. This is discussed in more detail under each of the below headings.

### 9.3 Residential

The residential requirement of 4,000 dwellings from 2006 – 2026 equates to an annual build rate of 200 per annum. However, as mentioned previously, completions since 2006 and current commitments are factored in so the 'real' amount of land required for development can be identified and allocated through the LDF process.

9.4 The following extract from the District Council's Housing Land Availability Assessment of April 2012 provides the most up-to-date picture of the residential availability within the District. Crucially, it identifies completions since 2006 and current permissions. These numbers can therefore be taken off the requirement of 4,000 to identify the residual requirement, which will need to be planned for.

**Table 1: Residential Land Availability April 2012**

a Proposed net housing provision 2006 – 2026 (a)	b Number of dwellings completed (net) Apr 2006 – Mar.2012 (b)	c Net number of dwellings to be completed Apr.2012 – Mar. 2026	d Net number of dwellings available on identified sites at Apr.2012 (c)	e Annual build rate required to meet Core Strategy requirements	f Net number of dwellings on deliverable sites to meet the 5-year land supply (d)	g Number of years supply at 1 <sup>st</sup> Apr. 2010
<b>4,000</b>	<b>1,254</b>	<b>2,746</b>	<b>1,381</b>	<b>196</b>	<b>1,281</b>	<b>6.5</b>

- a. Core Strategy requirements
- b. Completions are net of demolitions
- c. This figure is net of the 16 demolitions still required on redevelopment sites
- d. Two of the Adopted Local Plan sites at Rock Works (Site 1865) and Timber Yard (Site 1866) on Park Lane in Kidderminster are not immediately available for development. Therefore, 100 dwellings have been deducted from the 1,379 shown at column d.

9.5 Taking into account the figures in the above table it can be seen that a total of 1,254 dwellings have been completed since April 2006. Additionally, there are 1,281 dwellings considered currently available to meet the 5-year supply. This gives a cumulative total of 2,535. Therefore, the total number of new dwellings that will need to be provided for through the allocations within the District up to 2026 is 1,465.

## 9.6 Employment Land

9.7 The employment land requirement for the District, as identified through the Core Strategy is 44 hectares. Since 2006, there have been completions in the order of 10.62 hectares. This therefore leaves a residual total of approximately 33 hectares of land to be provided through the site allocations process. A number of sites are also under construction (approximately 5 hectares); or have planning permission (approximately 8 hectares); or have recently lapsed (approximately 4 hectares), which again reduces the requirement to approx 16 hectares that will need to be allocated to meet the remaining need.

## 9.8 Retail Floorspace

9.9 The comparison retail requirement for the District is focussed entirely in Kidderminster. The 25,000 sqm (gross) is required to be provided within Kidderminster and it is likely that the majority of this would be towards the end of the plan period. Completions and commitments since 2006, are as follows:

- Completions: 7,356 sqm
- Commitments 2,142 sqm

9.10 Therefore the total of completions and commitments is 9,498 sqm of comparison floorspace. This leaves a residual total of 15,502sqm to be allocated through the Local Plan process – focussed in the Kidderminster Central Area Action Plan.

## 9.11 Office Floorspace

There have been limited office floorspace completions within Kidderminster since 2006. Therefore, allocations will need to be made for nearly the full amount of floorspace as identified within the Core Strategy.

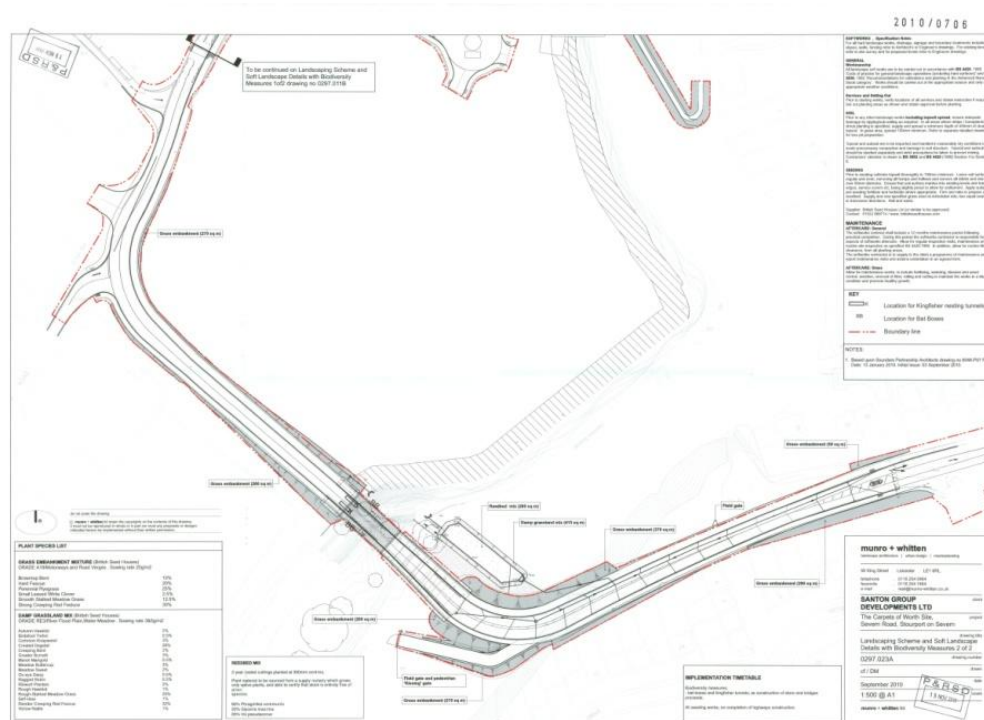
## 9.11 Other items of Infrastructure under construction or completed since 2006

Other strategic items of infrastructure that have been completed, or are under construction, since 2006 include:

## 9.12 Stourport Relief Road – new link across the River Stour

The District Council has been able to implement sections of the Stourport Relief Road on the back of development in the town through S.106 negotiations. The first element of this was delivered through development at Timber Lane for new residential units. There is also another element of the road which is being delivered in conjunction with the development of a supermarket on the Carpets of Worth site. This section includes a bridge link across the river Stour and it is expected to be completed before the end of 2012.

The section of the Relief Road which is currently under construction:



This section of road is due to be opened by the end of 2012 and will provide another element of the wider Strategic relief road.

## 9.13 Riddings Brook Flood Alleviation Scheme, Wribbenhall (Bewdley)

The scheme, which was for a new flood storage area on the Riddings Brook was completed in 2011. The scheme attracted local levy funding and provides a reduced risk of flooding for 49 properties in Wribbenhall, the flood risk in the area has also been reduced to 1% chance in any given year with an additional allowance for climate change. The flood storage area of the scheme received £250,000 grant funding. The storage area was constructed by creating a 200m embankment around the edge of a field off Crundalls Lane to allow water to back up from the Culvert. In addition to the flood storage area a new concrete headwall around the top of the culvert has been developed in order to control the flow into the pipe. A metal screen has also been fitted to prevent debris from entering and blocking the culvert.

## 10. Implementation

10.1 The development figures included in the previous section help to identify what the residual target for allocations of sites is but it also identifies the sites that are currently under construction and have the benefit of planning permission. This provides certainty for the next six + years of the development plan as sites are considered to be available and deliverable, and that they have helped to meet identified infrastructure needs. This certainty is important to ensure that the plan is sound and achievable.

### 10.2 FUNDING INFRASTRUCTURE DELIVERY

10.3 Infrastructure can be delivered in a number of different ways. The challenge of creating sustainable communities at a time of economic and fiscal restraint requires the identification and co-ordination of many funding sources and mechanisms.

10.4 The Government has stressed that limited public funding is available for capital investment and those funds should be used wisely to unlock all sources of investment. Developer contributions will continue to play a significant part in meeting infrastructure requirements, but efforts are needed to maximise contributions to physical, social and green infrastructure from a wide range of funding sources and by making better use of, and creating between efficiencies in, our existing infrastructure.

10.5 Capital funding for projects can come from a number of sources. It is important to understand early on the mechanisms available to secure capital, as well as achieving buy-in and co-ordination from infrastructure providers for their own investment decisions.

### 10.6 Current Situation

10.7 The delivery and management of infrastructure is funded through a variety of public and private sector sources in a number of ways. Although contributions made through development provide an important element of this funding much infrastructure is actually funded from existing spending streams. At present it is common that the work programmes and funding arrangements for individual services differ from the delivery timetables established within the Development Plan.

10.8 It is hoped that the Infrastructure Delivery Plan process will help to better align spending streams and work programmes with expected growth and development.

## 10.9 Potential Delivery Mechanisms

As discussed briefly above, funding mechanisms are likely to come from a number of avenues including the public sector, central government, developer contributions and business investment. The following table, adapted from the Worcestershire County Infrastructure work, has identified a number of potential funding mechanisms, as well as identifying the limits and opportunities of each source.

Table 2: Potential Funding Sources

Funding Source	Limits / Constraints	Opportunities
Community Infrastructure Levy (CIL)	Has to be affordable to development and should be set at a rate that allows development to still come forward; Not to be used to remedy pre-existing deficiencies in infrastructure provision unless those deficiencies will be made more severe by new development; and There are administration costs to authorities – who have to prepare an annual report with details of receipts expenditure and infrastructure funded.	Used to increase the capacity of existing infrastructure; The revenue received can be ‘pooled’; Charging authorities can recover the cost of administering the levy; and Infrastructure can be prioritised on the ‘123 list’ so that funds are targeted to priority areas.
Developer Contributions (S106)	Planning obligations cannot be used for items already funded by CIL (ie as included on the Section 123 List); There are administration costs to authorities – who have to prepare an annual report with details of receipts expenditure and infrastructure funded.	Can be used to fund affordable housing and services or revenue payments; Can be pooled up to 5 developments where infrastructure is not intended to be funded by CIL.
Regional Growth Fund (RGF)	A minimum bidding threshold of £1m applies; The first round of bidding was massively over-subscribed; and Bids must demonstrate that the Fund will create long term growth by leveraging private sector investment and jobs.	S106 funds can be used to match fund private sector contributions
New Homes Bonus	Spend on anticipated receipts already allocated; Benefit must be local; Un-ringfenced; Lag time in receipt of affordable homes element	Payable for 6 years Development delivers a return Unringfenced could be diverted elsewhere within Local Authority’s budgets.
Local Transport Capital Settlement (Integrated Transport Block & Highways Maintenance Capital)		Not ring-fenced, can be spent in accordance with local priorities

<b>Funding Source</b>	<b>Limits / Constraints</b>	<b>Opportunities</b>
Business Rates / Business Increase Bonus	Businesses are unlikely to favour higher business rates; May only be suited to large scale projects. The scale and type of businesses may not create a sufficient revenue stream to finance major investments. Business community may be unwilling to pay a business rate that would only benefit one area.	Additional income. Authorities can group together to create levy.
Tax Increment Finance (TIF)	Risk to councils if tax revenues do not materialise as expected; An increase in net public sector debt; and May require long periods (up to 25 years) for enough tax to be generated to pay off loans.	A new source of funding for projects that may otherwise be unaffordable; The ability to finance infrastructure in advance of developments; and A potential confidence boost for an area, making it more attractive to investors.
Prudential Borrowing	Can only be used as a source of Capital expenditure; Revenue implications as authorities have to meet the interest and repayment costs of borrowing; and Can be more difficult where multi-agencies are involved.	Could enable long term strategic planning of infrastructure.
EU Funding	In some cases this can involve complicated application process or bidding rounds; Requires specialist knowledge of EU funding mechanisms and laws; May require dedicated posts; and Some schemes may be subject to withdrawal or re-prioritisation.	Able to attract large sums of funding; and Able to couple with other sources of funding.

10.10 Further information on potential funding sources is provided by Worcestershire County Council's background document, "Funding Mechanisms Background Paper", which accompanies the work on infrastructure throughout the County.

## 11. IDENTIFYING INFRASTRUCTURE – POSITION TABLES

- 11.1 This is the first Infrastructure Delivery Plan (IDP) for Wyre Forest District and it supports the publication and delivery of the Council's Development Plan. The IDP seeks to go beyond generalised and ambitious 'wish lists' which provide little indication of how viable schemes are, how critical they are to the delivery of the plan or whether there is reasonable prospect of implementation within the required timetable. Instead, the document has started to identify infrastructure deficits, needs (against expected growth) and begun to identify a delivery schedule for the critical elements.
- 11.2 The IDP is, however, only a snap-shot in time and can only be produced based on the best available knowledge and information at time of writing. Therefore, it is proposed that this document will be a 'live' document and will be supplemented by further information as and when it is available.
- 11.3 Through completing evidence base studies, interrogating existing delivery plans and from comments received from stakeholders during the adoption of the Core Strategy and the progression of the Site Allocations and Policies DPD and the Kidderminster Central Area Action Plan DPD a wealth of information has been collected. This information has been used to collate a fairly comprehensive infrastructure schedule that provides a detailed account of the current provision and potential gaps that exist within the Wyre Forest District.
- 11.4 This section provides the data collated by Wyre Forest in relation to the different types of infrastructure. An introduction is provided for each infrastructure type and where considered relevant a table is also provided which includes the following information for each infrastructure type:
- Responsible delivery bodies
  - Strategies, Plans and Programmes
  - Existing Provision
  - Challenges
  - Opportunities
  - Planned Provision
  - Funding
  - Risks
  - Summary / Role of the Development Plan

# PHYSICAL INFRASTRUCTURE

## TRANSPORT

### Background

The Worcestershire County Local Transport Plan 3 provides a useful background to the Transport issues within Wyre Forest, which helps to set the context to transport infrastructure needs:

*The District does not benefit from local access to the motorway network, however, despite this the area has good connections to the Black Country and wider West Midlands Conurbation to the north, and Worcester to the South, provided by the local Principal Road Network, made up of the A448, A449, A450, A451, A456 and the A4025, provided by Worcestershire County Council. On the Worcestershire principal road network, traffic trends indicate a slight drop in traffic over the last couple of years. This may be as a result of the current economic climate. There are congestion issues on Kidderminster Ring Road and its approaches and the A448 between Kidderminster and Bromsgrove.*

*Unfortunately, there are a number of Air Quality Management Areas in the Wyre Forest District: one at Welchgate in Bewdley Town Centre and one on Kidderminster Ring Road at the Horsefair. Both locations are particularly challenging to mitigate; the former because of historic, dense street patterns and the latter because of traffic volumes.*

*Despite its large population, the district has only two railway stations on the national rail network at Kidderminster and Blakedown. This may go some way to explain why Kidderminster ranks as the second busiest railway station in the county. These stations are served by local services which operate between Worcester and the West Midlands conurbation, although there are also a limited number of direct services to London provided by Chiltern Railways. Approximately 1.3 million passengers used Kidderminster Station during 2008/09, with a 67% increase in demand between 2004/05 and 2008/09.*

*There is a bus station in the centre of Kidderminster, however, this is of poor quality, and so investment will be required to develop more suitable passenger transport stopping and interchange facilities in the town. The area is principally served by an urban bus network centred on Kidderminster; however, there are a number of less frequent interurban services which operate to Bridgnorth, Bromsgrove, Worcester, Ludlow and the West Midlands Conurbation. This is supported by a community transport service linking rural areas to the Wyre Forest towns. Approximately 3.5 million passenger travelled by bus in the Wyre Forest in 2008/09, with an encouraging 15% increase in demand over the LTP2 period.*

*In the Wyre Forest, 73% of residents drive to work, 10% of residents work from home, 11% of residents walk or cycle to work, 2% of residents catch the bus to work, 2% of residents take the train to work and the remaining 2% get to work by other means. Recent usage trends indicate that the numbers of persons using the Wyre Forest's bus and rail services is steadily rising over time.*

*The rural areas of the Wyre Forest are relatively affluent; however, the urban areas are less so. This is thought to be as a result of the decline in traditional industries, leading to increased worklessness in the area. Some of the most deprived areas in Worcestershire are*



*located in the district in the Rifle Range area, (Kidderminster) and Areley Kings in Stourport-on-Severn. There are also deprived areas in Habberley, Broadwaters, Offmore and Comberton (all in Kidderminster). Unemployment is also focussed on these areas. Despite the district's proximity to the West Midlands Conurbation, over 65% of people who live in the area, work in the area. The largest employment outflows are to the West Midlands Conurbation and Wychavon (South Worcestershire).*

Aside from the information included within the LTP3, Transport Infrastructure within Wyre Forest District is widely recognised as a key priority in a number of other policy documents. The successful implementation of transport measures to improve the District's existing resources will help to ensure that the District develops positively in the future.

There are a number of different types of transport infrastructure, and these are split by type in the below tables.

### **LTP3**

LTP3 includes a specific Wyre Forest Transport Strategy. It is recognised that the Wyre Forest area has the most acute socio-economic issues within Worcestershire and therefore resources will be focussed to address these issues within the District. LTP3 includes a Transport Scheme Appraisal Framework which has been weighted by Worcestershire County Council's elected members. Priority is given to those schemes which:

- Deliver best value for money
- Support economic growth
- Are deliverable
- Reduce carbon emissions

### **Kidderminster Transport Strategy Major Scheme**

The Kidderminster Transport Strategy Major Scheme will be developed following detailed technical work to identify an integrated package of inter-related transport measures specifically targeted at supporting the performance of the local economy and improving the environment in Kidderminster and its hinterland. These measures will include a number of schemes as identified in the Wyre Forest Core Strategy, to support the ReWyre initiative to regenerate Kidderminster as a thriving centre of socio-economic activity.

The strategic movement corridor is included in the Appendices (taken from the Baker Report on County wide infrastructure)

## Road Network

One of the main infrastructure challenges that exists within the District is the Road network. The following table identifies the existing situation with regard to the road network within the District and highlights the challenges and opportunities that exist for improving the existing network – linked to potential development opportunities identified in the Plan.

<b>ROAD NETWORK</b>	
Responsible delivery bodies	Worcestershire County Council Highways Agency Wyre Forest District Council Developers (funding for major schemes)
Strategies, Plans and Programmes	<ul style="list-style-type: none"> <li>- Local Transport Plan (LTP3).</li> <li>- West Midlands Regional Spatial Strategy</li> <li>- Wyre Forest District Council Core Strategy (2010)</li> <li>- Integrated Passenger Transport Strategy for Worcestershire 2007 – 2011</li> <li>- Planning Obligations Supplementary Planning Document (SPD)</li> <li>- Hoobrook Link Road Pre-Feasibility Study (2009)</li> <li>- Kidderminster Regeneration Prospectus (ReWyre Initiative)</li> </ul>
Existing Provision	The District is served by a Principal Road Network, made up of the A448, A449, A450, A451, A456 and the A4025, provided by Worcestershire County Council. There are, however, no motorways that pass through the District.
Planned Provision	<p><b>Local Transport Plan 3</b></p> <p><b>Kidderminster</b> Kidderminster Urban Package include A451 (Stourport-Kidderminster) transport corridor enhancements, including the Hoobrook Link Road (providing a strategic link between the A451 Stourport Road and the A442 Worcester Road)</p> <p>Public realm enhancements in Kidderminster Town Centre to support the wider regeneration initiative, Modification of the Kidderminster Ring Road (in particular, to mitigate the impacts of the designated Air Quality Management Area) and to support regeneration initiatives, improvements to bus stops, footpaths and cycle ways.</p> <p><b>Stourport-on-Severn</b> The Stourport-on-Severn urban packages include Junction improvements and highway alterations to reduce the impacts of congestion in Stourport on-Severn.</p> <p>The Stourport Relief Road has been safeguarded through the District Council's Core Strategy DPD, and this was supported by the County Council at the recent Examination in Public</p>

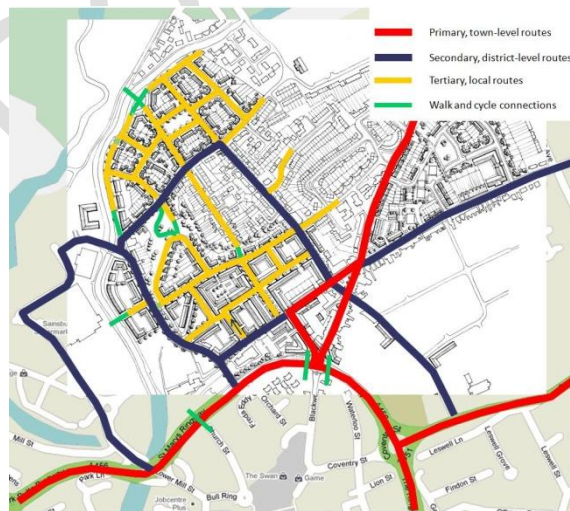
	<p><b>Bewdley</b></p> <p>The Bewdley Urban package includes junction improvements and highway alterations to reduce the impacts of congestion in Bewdley, and to mitigate the impact of the designated Air Quality Management Area in Welchgate</p> <p>Further specific schemes are discussed in further detail in the 'opportunities' section of this table.</p>
Challenges	<p>There are a number challenges facing the district in terms of the road network</p> <p>There are already congestion issues on Kidderminster Ring Road, the A451 Stourport Road, and the A448 between Kidderminster and Bromsgrove.</p> <p>There are currently Two Air Quality Management Areas in the Wyre Forest District. These are located at Blackwell Street in Kidderminster and Welch Gate in Bewdley.</p>
Opportunities	<p>ReWyre- focussing on the regeneration of Kidderminster Town Centre (including Churchfields and the Stourport Road Employment Corridor)</p> <p><b>Churchfields Masterplan</b></p> <p>The Churchfields Masterplan has recently been adopted as an SPD. The Masterplan identifies opportunities to improve the transport network within this area, as part of a wholesale redevelopment of the wider area. An extract from the Masterplan is reproduced below.</p> <p><i>The main highway proposal involves changes at the junction of Blackwell Street and the ring road and consists of:</i></p> <ul style="list-style-type: none"> <li>- <i>Replacing existing roundabout junction with traffic signals and incorporating at-grade crossings over the ring road.</i></li> <li>- <i>Making Blackwell Street one-way southbound, enabling footways to be widened and on-street parking to be introduced.</i></li> <li>- <i>Constructing a new one-way link from the ring road to Churchfields to carry traffic away from the town centre.</i></li> <li>- <i>Introducing of one-way traffic around the Horsefair, enabling carriageways to be reduced in width and the central public space to be enlarged. Crossings will be provided to enable this important space to be accessed on foot.</i></li> </ul> <p><i>These measures will relieve congestion and improve air quality along Blackwell Street. They will also provide much improved access to the masterplan area.</i></p> <p><i>Other proposed highway improvements are:</i></p>

- Connection of Clensmore Street to the ring road at a left-in, left-out junction. This will provide additional accessibility to the masterplan area;
- Construction of a vehicular bridge across the canal adjacent to the existing Lime Kiln Bridge.

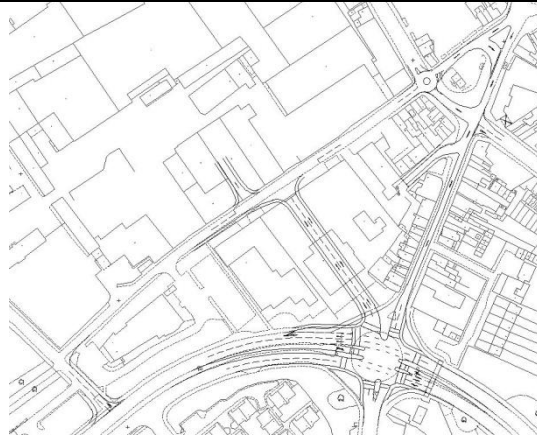
These links will enable the development of business space on District Council land to the west of the canal. They will also improve accessibility to Churchfields to and from the west, as well as providing a second access to the Crossley Retail Park, relieving congestion at the Carpet Trades Way/ring road junction. New connections will also enable bus routes to be established to connect Churchfields with the town centre through the Crossley Retail Park, maximising patronage and long term viability.

Key improvements are proposed to the walking and cycling network, namely:

- An at-grade crossing of the ring road opposite St Mary's Church, reinstating the historic link between the town centre, the church and the canal.
- Pedestrian and cycle bridges across the canal to the west, linking directly to the Crossley Retail Park and to the north, providing improved connectivity to the northern parts of the town via the existing link to the Marlpool Estate.



Potential new street hierarchy to be introduced within the Churchfields area



Potential new junction arrangements for access to and from Kidderminster Ring Road

### **Stourport Road Employment Corridor and Hoo Brook Link Road**

Opportunities for new road infrastructure also exist within this corridor. The redevelopment of the former British Sugar Site provides the opportunity to develop a new link road to provide access from the Stourport Road to the Worcester Road. The site also provides the opportunity to reinstate rail connections within this area and this is discussed further within this schedule.

In terms of the potential relief road, options are currently being considered in conjunction with the site owners. It is anticipated that the road would be delivered in phases, with phase one of the development of the site providing the initial link road with the possibility of this being extended to complete the road in conjunction with phase two of the site. A number of options have been considered for the link road, which are identified under the planned provision' section.

The Regeneration Prospectus provided some indicative ideas as to the route of the proposed link road, and this has now been supplemented by the outline planning application, which has now received planning permission. The initial indicative route of the road across the British Sugar site is as identified below:



### **Growing Places Fund**

The Hoo Brook Link Road has received funding via the 'Growing Places Fund', administered by the Local Enterprise Partnerships. Both the Birmingham and Solihull LEP and the Worcestershire LEP have provided £1.25 million for the scheme, meaning a loan of £2.5 million has been provided to help enable the delivery of the initial phase of the road.

### **Stourport Relief Road**

The Stourport Relief Road is a long standing aspiration of both the County Council and the District Council to alleviate congestion in the town centre and the wider A451 corridor and is safeguarded in the Core Strategy and prior to that in the Adopted Local Plan. The County Council have identified that the scheme has a very strong business case, in terms of the evidence that would be required by the Department for Transport, at 5:1 benefit.

The entire scheme is, however, very substantial and will take time to deliver, especially given current public funding constraints. However, two sections of the road have been completed, enabled by residential development, and a permitted supermarket scheme will shortly deliver a further section and an access bridge over the River Stour, as discussed earlier on in this plan.

Further opportunities also exist to implement future sections of the relief road through the development of sites along the route. For example, the Development Plan requires a further section of the road to be implemented when the former Parsons Chain site is redeveloped.

The Inspector who examined the Core Strategy made the following conclusion regarding the future of the Stourport Relief Road:

	<p><i>“The scheme as a whole ultimately offers significant community benefits in terms of reducing congestion, noise pollution and accidents within the crowded centre of the town. Despite the lack of firm funding for completion of the road, and the present squeeze on public spending, I consider that the community need for the road in the long term is sufficient to retain the safeguarded line notwithstanding that the new river crossing in particular may take several years to be achieved.”</i></p> <p>Therefore, this road scheme is seen as a longer term priority; however, piecemeal sections of the road will continue to be developed as a result of sites coming forward for development. It is likely that a partial section of the Relief Road will be delivered in the shorter term, which will run from the Hartlebury Road, around the back of the former Parsons Chain site, across the Worcester Road to link to Discovery Road and the new bridge crossing through the Carpets of Worth site which has recently been constructed.</p>
Funding	<p>Availability of public funding is expected to be limited, especially in the first five years of the Worcestershire LTP3. As such, the principal priority of Worcestershire County Council will be to ensure that best use is being made of existing transport infrastructure, by focussing on maintenance and enhancement schemes where a robust business case and funding can be identified.</p> <p>In each case, Worcestershire County Council will focus on those schemes which can be proven to deliver benefits in excess of their costs to the Worcestershire economy, environment and quality of life.</p> <p>Developer funding should therefore be sought for major schemes – e.g. Parsons Chain and former British Sugar site. There are elements of Stourport Relief Road already constructed via associated development for example the new link as part of Tesco development in Stourport.</p> <p>Initial cost estimates for new road improvement schemes are as follows:</p> <ul style="list-style-type: none"> <li>• Hoo Brook Link Road (c £20 million)</li> <li>• Stourport Relief Road (c £75 million) although this was based on an estimate for the entire length and some sections have now been delivered.</li> <li>• Churchfields Transport Improvements (c £4.2 million)</li> <li>• Wider transport packages as identified in LTP3 (£TBC)</li> </ul> <p>As previously discussed, the Hoo Brook Link Road has received funding via the ‘Growing Places Fund’ administered by the LEP’s. Furthermore sections of the Stourport Relief Road have been implemented through development sites that lie adjacent to the line. This continued approach to implementation of this road will help to bring forward further sections during the plan period.</p>

	<p>The District Council has commissioned an initial viability study into progressing a CIL tariff. This will be completed by the end of 2012 and the results will inform the progression of a CIL levy for new residential development. This will be used to cover some of the funding gap for strategic transport infrastructure provision. If it is viable to levy a tariff, the District Council anticipates the Adoption of a CIL Schedule by early 2014.</p> <p>The ability to forward fund sections of the Hoobrook Link Road and Stourport Relief Road through New Homes Bonus monies is also being researched by the District Council. The forward funding of strategic infrastructure will deliver benefits to local communities and help to unlock new development sites.</p>
Risks	<p>There is a potential risk to the economic activity of the District if the road alleviation schemes are not progressed. There are also associated risks with regards to the availability of funding, which are discussed above.</p>
Summary / Role of the Development Plan	<p>The road network is one of the main infrastructure challenges that exists within the District. The ongoing drive and commitment to enhance the economic development of the District needs to be underpinned by sufficient and appropriate road infrastructure. It is seen as a key priority in terms of new infrastructure within the District and this has been highlighted through the identification of a number of schemes within the adopted Core Strategy.</p> <p>The District Council continues to work in partnership with Worcestershire County Council to pursue common transport goals and both the Worcestershire and Birmingham &amp; Solihull LEPS which will include potential new road construction schemes as well as changing travel behaviours and promoting the use of more sustainable modes of transport.</p> <p>There are adopted planning policies within the Development Plan that seek to ensure appropriate road provision is provided:</p> <p><b>Adopted Core Strategy</b></p> <p>Core Strategy Policy CP03 – as identified below, provides the strategic context in which new road schemes should be considered.</p> <p><b>CP03: PROMOTING TRANSPORT CHOICE AND ACCESSIBILITY</b></p> <p><b>Enhancing Accessibility</b></p> <p>Development proposals should have full regard to the traffic impact on the local highway network. Major development proposals or those that are likely to have a significant impact on the local transport network will be required to submit a Travel Plan to demonstrate that they have fully considered access by all modes of transport. The Travel Plan should set out targets and measures for addressing travel demand through a package of measures, maximising accessibility by sustainable transport</p>



	<p>modes, minimising traffic generation and mitigating the effects of additional traffic through a package of multi-modal measures.</p> <p><b>Delivering Transport Infrastructure</b></p> <p>Where appropriate, new developments will be required to connect into the surrounding infrastructure and contribute towards new or improved walking and cycling facilities within the District and the provision of an integrated public transport network across the District. Future proposals for employment development, particularly along the Stourport Road Employment Corridor, should have regard to the possibility of utilising the existing rail infrastructure for the sustainable movement of freight and to provide sustainable transport links.</p> <p>Developers must take account of the proposals included within the Wyre Forest Transport Measures Package as set out in the current Worcestershire Local Transport Plan. In appropriate circumstances, new development will be required to contribute towards these schemes. The following strategic transport infrastructure schemes will be sought to support regeneration during the plan period:</p> <ul style="list-style-type: none"> <li>• Provision of a new Kidderminster Railway Station building and improved access for all modes of transport to the station facilities;</li> <li>• Connection of the Severn Valley Railway line to the national rail network at Kidderminster Station to facilitate improved accessibility to the tourism attractions of the West Midlands Safari Park, Bewdley and the Wyre Forest;</li> <li>• Improvements to facilitate the multi-modal use of Kidderminster Ring Road and to enhance accessibility to the town centre and in particular pedestrian access;</li> <li>• Provision of a new A451/A449 Hoobrook link road to facilitate the Stourport Road Employment Corridor; and</li> <li>• Provision of a Stourport Relief Road as a longer term scheme for delivery later on in the plan period during 2021-2026.</li> </ul> <p>Contributions towards these strategic transport infrastructure schemes will be sought from major development proposals throughout the plan period. Future development proposals that will include part of an identified strategic transport route or transport infrastructure, must be designed to accommodate this provision and reserve the land required for the scheme. Proposals which are likely to prejudice the future development of strategic transport infrastructure will not be permitted.</p>
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## RAIL

### Commercial Services

Rail is the primary passenger transport mode for longer distance (regional and inter-city) journeys to/from Worcestershire. The rail network has a critical role as it provides the primary mode of public transport to access:

- Regional destinations / markets / business opportunities across the West Midlands region
- National destinations / markets / business opportunities including London and the South East, Bristol and the South West and other parts of the UK via interchange hubs in Birmingham

Network Rail own and manage the commercial railway infrastructure within the District. Stations are leased to Train Operating Companies to use and maintain. Freight Operating Companies operate and manage freight services and facilities.

There are two commercial railway stations within the District, at Kidderminster and Blakedown. Kidderminster station is the most used station within Worcestershire, outside of the City of Worcester. The greatest growth in rail passenger demand (in terms of volume) over the period 2004/05 – 2010/11 occurred at:

- Worcester Stations +696,820 (41.6%)
- Kidderminster +563,862 (76.8%)

As can be seen, in percentage terms, passenger demand at Kidderminster station was almost double that of the Worcester Stations, identifying the strategic importance of the area as a rail transport hub.

There are also particularly significant flows to Birmingham and the West Midlands Metropolitan area from the Wyre Forest with approximately 590,000 passengers per annum

### Severn Valley Railway – Heritage Line

Severn Valley Railway Holdings Plc operates the Kidderminster to Bridgnorth railway line as a restored steam railway aimed at the leisure and tourist market. The railway is one of the major tourist attractions within the area with stations at Kidderminster, Bewdley and Upper Arley. The potential exists to open up the line for commercial rail services and this could enhance sustainable transport provision between Kidderminster and Bewdley.

Furthermore, recent changes to the signalling at Kidderminster Station now mean that the main commercial line and the SVR line have direct access to each other.

RAIL NETWORK	
Responsible delivery bodies	<ul style="list-style-type: none"><li>- Department for Transport</li><li>- Worcestershire County Council</li><li>- Wyre Forest District Council</li><li>- Network Rail</li><li>- Centro</li></ul>

	<ul style="list-style-type: none"> <li>- Chilton Railways</li> <li>- Severn Valley Railway Company</li> <li>- Developers- Former British Sugar Site and West Midlands Safari and Leisure Park</li> </ul>
Strategies, Plans and Programmes	<p>Wyre Forest District Council Core Strategy Policy CP03-Promoting Transport Choice and accessibility.</p> <p><i>Integrated Passenger Transport (IPT) - provides the strategic framework for the development of an Integrated Passenger Transport Network (IPTN) for Worcestershire over the period between 2011 and 2026.</i></p> <p><i>An efficient and integrated passenger transport network is important to Worcestershire's economy (helping to reduce congestion, improve reliability and reduce journey times), environment (helping to reduce harmful emissions and the number of designated Air Quality Management Areas) and quality of life (providing access for residents to essential services and facilities).</i></p> <p>ReWyre Reflects the aspirations of the Core Strategy for regeneration and growth, focussing on the regeneration of Kidderminster Town Centre (including Churchfields and the Stourport Road Employment Corridor) Also includes a specific section that refers to the improvement of Kidderminster Railway Station.</p>
Existing Provision	<ul style="list-style-type: none"> <li>• Kidderminster Railway Station</li> <li>• Blakedown Railway Station</li> <li>• Severn Valley Railway – privately owned tourist attraction (however potential exists to consider more intensive use and connections to the main line)</li> </ul>
Planned Provision	<p><b>Redevelopment of Kidderminster Railway Station.</b></p> <p>The Kidderminster Interchange Project is a £3.6 million project which was initiated by a project board, led by Worcestershire County Council. Other partners also include Network Rail, London Midland and Wyre Forest District Council. There is also 'buy-in' from bus operating companies, First and Whittle, as well as Severn Valley Railway.</p> <p>The scheme consists of four parts:</p> <ol style="list-style-type: none"> <li>1. A new station building and improved passenger facilities;</li> <li>2. A new layout on the station forecourt with improved facilities for pedestrians, cyclists, bus users and operators, car users and taxi users and operators;</li> <li>3. Improved walking links from the new station building to the Severn Valley Railway station building; and</li> <li>4. Improvements to the entrance junction to the railway station from the A448 Comberton Hill.</li> </ol> <p>The aim for the scheme is to support the Kidderminster, Wyre Forest and Worcestershire economy and environment by providing an interchange</p>

which forms a high quality gateway to Kidderminster and the Wyre Forest. The scheme will provide residents, businesses and visitors with better access to rail services and improved information and facilities for passengers.

Unfortunately, the funding regimes changed just prior to work starting on the scheme and therefore work has not progressed. However, Worcestershire County Council is continuing to explore all potential funding opportunities to enable this economically vital scheme to progress. However, planning permission is in place for the elements of the scheme to progress when funding is available.

### **Railway Station Interchange – Approved Plans**

The approved planning application for Kidderminster Railway Station forms part of a larger project to provide new interchange facilities based on the railway station in Kidderminster, in order to enhance the public transport network within the town. The application covers modifications to the forecourt area to provide new, improved bus stops, a new taxi rank and a new pick up and drop off area. The full project contains alterations to the entrance junction to the railway station and a new station terminal building. The plans also include information provision in the form of signs and electronic destination displays for bus and rail departures.

There are, therefore, detailed and approved plans for the redevelopment of Kidderminster Railway station and some elements have already been introduced (provision of a new footbridge over the track was completed in 2011). However, the full scheme is yet to be implemented.

### **Approved Plan of Station Forecourt Redesign**



Recent investment in improving the station has occurred through the implementation of a new passenger footbridge, including disabled access through lifts. This has helped to improve the facilities at the station and is the first step in improving the overall package (shown below).



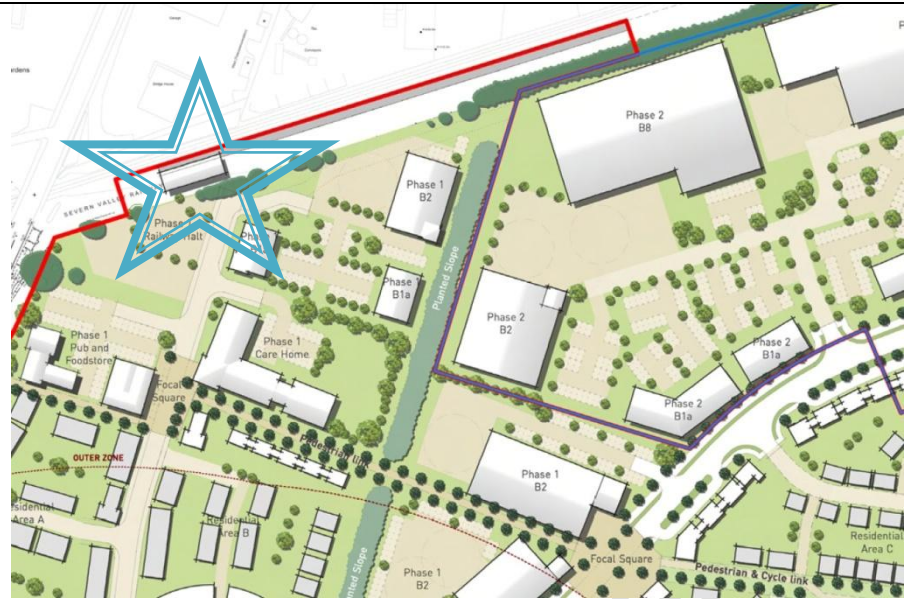
Aside from the commercial railway, there are also opportunities for developments to link in with the Severn Valley Railway, as discussed further below:

#### **Development Sites and potential links to the SVR.**

There are two development sites within the District that may bring forward further stops on the existing Severn Valley Railway line. These are at the former British Sugar site on the Stourport Road, Kidderminster and the West Midlands Safari and Leisure Park. However, these will be primarily linked into the leisure function of this heritage railway and at the present time are unlikely to yield opportunities for commuting passengers.

#### **Former British Sugar Site, Stourport Road, Kidderminster**

The Outline planning permission granted for the former British Sugar Site includes the potential for a new railway halt, as identified below:



The Design and Access statement that accompanied the planning application identified the following:

*“The internal layout of the site has been designed to accommodate a rail halt on the Severn Valley Rail line. Early discussions with the operators of the Severn Valley have been positive with a desire of the operator to promote commuter services should the planning application be successful. Access to the Rail Halt will be via the initial roundabout junction.”*

**West Midlands Safari and Leisure Park**

The owners of the West Midlands Safari and Leisure Park (WMSLP) are currently considering a major investment to the current offer. They are proposing to build a major conference facility, a hotel and water park. As part of the overall offer the owners would also like to create a new station on the Severn Valley Railway to provide a direct link to the national rail network. It is also proposed to link the new station to the park’s facilities via a monorail.

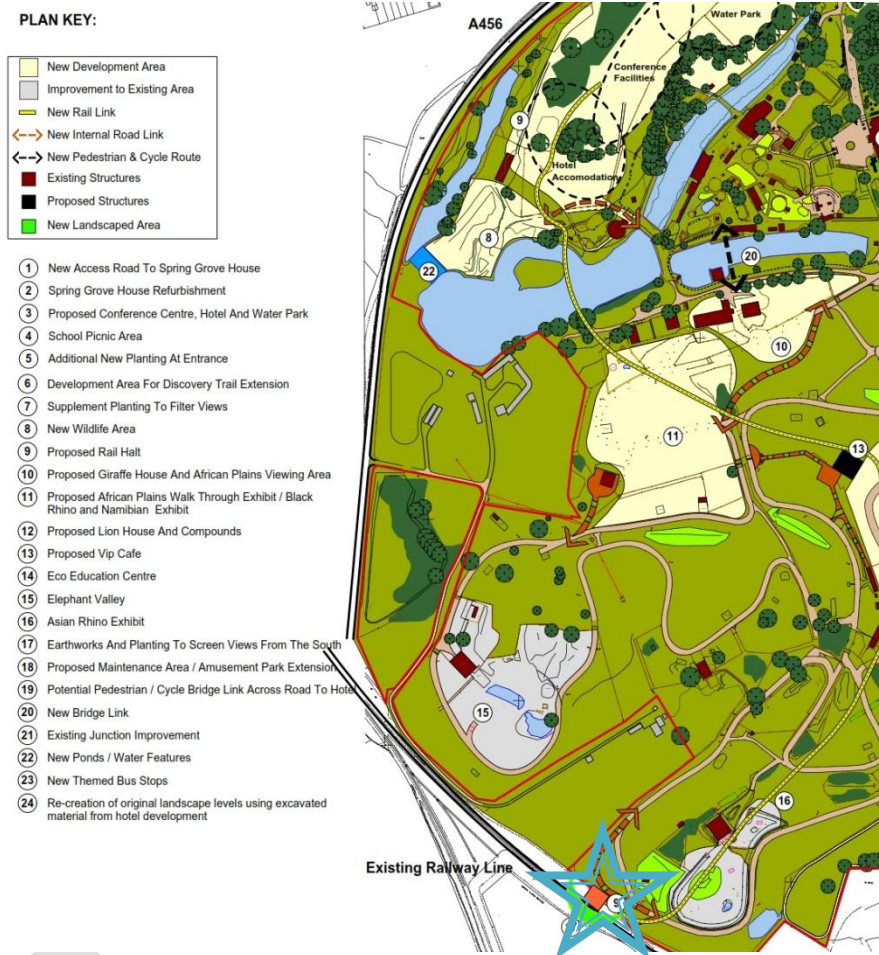
The site owners are currently in the process of preparing a masterplan for the site as a whole. The draft plan identifies that there is only one location where the new station could be built, and that is at the point where the railway line and the WMSLP landform are level.

Initial estimates have suggested that approximately 50,000 people could visit the WMSLP using the rail network, which would help to reduce the number of vehicles that are visiting the park.

Furthermore, the use of the Severn Valley Railway by visitors to the WMSLP offers potential benefits to the park, the railway and visitors to the wider area, in term of increased accessibility.

A draft master plan for the park has been produced and this is included below with the potential new Station specifically highlighted.

Draft Masterplan for the redevelopment of the WMSLP:



The additional halts on the line (especially at West Midlands Safari and Leisure Park) may in the future mean further travel by rail, as passengers may be able to link two existing tourist attractions, and this could alleviate congestion on the road network.

<p>Challenges</p>	<p>Rejuvenating Kidderminster Station- Currently the station is well used and the number of passengers are rising however the existing station remains outdated and the immediate area requires further improvements.</p> <p>Bus links to the station are poor and interconnectivity between bus and rail is currently very limited.</p>
<p>Opportunities</p>	<p>Fully costed scheme worked up and bid submitted under the Regional Growth Fund for improvement to the rail station interchange at Comberton Hill. The station is situated on one of the main entrances to Kidderminster from the south-east therefore an opportunity to improve the image of Kidderminster. Major Scheme is costed at £3.6 million.</p>

	<p>However, as discussed, funding for the entire scheme has not yet been secured.</p> <p>Opportunities exist on the SVR line (as indicated above) to promote further travel by Railway – this is likely to be linked to tourist travel rather than commercial services.</p>
Funding	<ul style="list-style-type: none"> <li>- DfT(Rail)</li> <li>- National Station Improvement Programme</li> <li>- Major Scheme Funding</li> <li>- Local Sustainable Transport Fund</li> <li>- Regional Growth Fund</li> <li>- LTP3</li> <li>- Private Sector (including operators and land developers) This is especially relevant to the potential development associated with the Severn Valley Railway.</li> </ul>
Risks	<p>Issues surrounding uncertainty of funding for schemes.</p> <p>There are also risks associated with some of the proposed railway schemes not being for commercial use and therefore their role in alleviating road congestion may be lessened.</p>
Summary / Role of the LDF	<p>The LDF will play a supporting role in helping to facilitate opportunities to increase rail provision within the District. Adopted Core Strategy Policy CP03 identified the need for development to maximise accessibility by sustainable transport modes.</p> <p>This has also been incorporated into the emerging Site Allocations and Policies DPD in policies relating to the former British Sugar Site and the West Midlands Safari and Leisure Park. Furthermore, the Kidderminster Central Area Action Plan provides a positive framework to consider the redevelopment of Kidderminster Railway Station.</p> <p>Adopted Development Plan Policies:</p> <p><b>CP03: PROMOTING TRANSPORT CHOICE AND ACCESSIBILITY</b></p> <p><b>Enhancing Accessibility</b></p> <p>Development proposals should have full regard to the traffic impact on the local highway network. Major development proposals or those that are likely to have a significant impact on the local transport network will be required to submit a Travel Plan to demonstrate that they have fully considered access by all modes of transport. The Travel Plan should set out targets and measures for addressing travel demand through a package of measures, maximising accessibility by sustainable transport modes, minimising traffic generation and mitigating the effects of additional traffic through a package of multi-modal measures.</p> <p><b>Delivering Transport Infrastructure</b></p> <p>Where appropriate, new developments will be required to connect into the surrounding infrastructure and contribute towards new or improved walking and cycling facilities within the District and the provision of an</p>



integrated public transport network across the District. Future proposals for employment development, particularly along the Stourport Road Employment Corridor, should have regard to the possibility of utilising the existing rail infrastructure for the sustainable movement of freight and to provide sustainable transport links.

Developers must take account of the proposals included within the Wyre Forest Transport Measures Package as set out in the current Worcestershire Local Transport Plan. In appropriate circumstances, new development will be required to contribute towards these schemes. The following strategic transport infrastructure schemes will be sought to support regeneration during the plan period:

- Provision of a new Kidderminster Railway Station building and improved access for all modes of transport to the station facilities;
- Connection of the Severn Valley Railway line to the national rail network at Kidderminster Station to facilitate improved accessibility to the tourism attractions of the West Midlands Safari Park, Bewdley and the Wyre Forest;
- Improvements to facilitate the multi-modal use of Kidderminster Ring Road and to enhance accessibility to the town centre and in particular pedestrian access;
- Provision of a new A451/A449 Hoobrook link road to facilitate the Stourport Road Employment Corridor; and
- Provision of a Stourport Relief Road as a longer term scheme for delivery later on in the plan period during 2021-2026.

Contributions towards these strategic transport infrastructure schemes will be sought from major development proposals throughout the plan period. Future development proposals that will include part of an identified strategic transport route or transport infrastructure, must be designed to accommodate this provision and reserve the land required for the scheme. Proposals which are likely to prejudice the future development of strategic transport infrastructure will not be permitted.

#### **Emerging Policies:**

The Kidderminster Central Area Action Plan has a number of policies that relate to new rail opportunities:

#### **Policy KCA.CC1: Sustainable Transport**

All developments should contribute towards the creation of a well-connected and accessible town centre that provides safe and easy access to the surrounding neighbourhoods. Where practicable and appropriate, proposals should contribute towards one of the following major projects:

- a. Downgrading the ring road

- b. New Railway Interchange
- c. Bus Station reappraisal
- d. Pedestrianisation, streets, squares and spaces
- e. Improved access to Churchfields and Crossley Park

New development must assist in managing the flow of traffic and offering convenient movement choices for vehicles, pedestrians and cyclists.

New developments must take into account the need to provide for pedestrian movement, within, to and through sites, and contribute to the enhancement of the cycle network and improved public transport facilities.

Proposals that prejudice the delivery of a network of new strategic routes through the town centre as identified in the Town Centre Design Framework will not be permitted.

**Policy KCA.EG2 – Kidderminster Railway Station**

Proposals for the redevelopment and re-organisation of the existing railway station to create a new transport interchange will be supported.

Proposals should incorporate a high quality public realm and include a new civic space around the forecourt, incorporating quality materials and appropriate landscaping.

The upgrade to the station should also contribute to improving the connectivity between the station and the town centre.

Links between the commercial railway and the Severn Valley Railway should be promoted and enhanced.

The Site Allocations and Policies DPD also begins to identify the potential for development sites to connect with the Severn Valley Railway (the relevant policy extracts are included below)

► **Policy SAL.SK2 – Former British Sugar Site**

Proposals for this site should:

- ii. Fully consider the potential for connection to the Severn Valley Railway. Development proposals should seek to incorporate the railway and as a minimum safeguard the potential to create a direct link for passengers and/or freight.

## BUS

Bus services are a key element of the passenger transport network within Worcestershire, carrying approximately 17.5 million passenger journeys annually. The bus network is particularly important in terms of providing transport for shorter journeys within and between Worcestershire's urban areas. In doing so it plays a major role in terms of the economy and the environment.

However, the Bus network within the Wyre Forest does have a number of shortcomings, including poor reliability due to congestion, limited and irregular services to the District's rural areas, and poor interchange with Kidderminster Railway Station.

<b>PUBLIC TRANSPORT - BUS</b>	
Responsible delivery bodies	<ul style="list-style-type: none"> <li>- Wyre Forest District Council</li> <li>- Worcestershire County Council</li> <li>- Highway Agency</li> <li>- Bus Operators – First / Whittle</li> <li>- Community/Voluntary Transport Providers</li> </ul>
Strategies, Plans and Programmes	<ul style="list-style-type: none"> <li>- Bus elements of LTP3 (Transport Strategies)</li> <li>- Kidderminster Urban package to include key corridor and town centre interchange enhancements.</li> </ul>
Existing Provision	Existing routes identified on the County Council's website. Bus priority routes are also included on the Proposals Maps that accompany the Development Plan.
Planned Provision	Kidderminster Urban package to include key corridor and town centre interchange enhancements.
Challenges	Poor reliability due to congestion, limited and irregular services to the District's rural areas, and poor interchange with Kidderminster Railway Station.
Opportunities	LTP3 identifies a Kidderminster Urban Package which will include key corridor and town centre interchange enhancements. The overall cost of this scheme has yet to be confirmed
Funding	<ul style="list-style-type: none"> <li>- Local Sustainable Transport Fund</li> <li>- Regional Growth Fund</li> <li>- LTP3</li> <li>- Private Sector (including operators and land developers)</li> </ul>
Risks	The overall funding gap for Worcestershire has been costed to be at least £35 million; there is a risk to delivery of bus improvements in the Wyre Forest District due to limited funding against a backdrop in service reduction, particularly to rural areas.
Summary / Role of the LDF	<p>The LDF has an important role to play in taking a spatial approach to improving accessibility and improving the attractiveness of alternative modes of transport to the car.</p> <p>The LDF should ensure that vulnerable resident groups can use a</p>

	<p>transport system that is fair and accessible through a variety of travel options. This is particularly important for the more elderly population and the young.</p> <p>To ensure that community transport services continue to operate efficiently and well they need good equipment, especially modern and well adapted buses. The provision of new buses is therefore a key infrastructure requirement to maintain service levels.</p> <p>The existing and emerging policy framework helps to provide a supportive role for the future of bus provision in the District:</p> <p><i>Core Strategy Policy CP03: Promoting Transport Choice and Accessibility</i></p> <p><i>Where appropriate, new developments will be required to connect into the surrounding infrastructure and contribute towards new or improved walking and cycling facilities within the District and the provision of an integrated public transport network across the District.</i></p> <p><i>Site Allocations and Policies</i></p> <p><i>Sustainable Transport Infrastructure</i></p> <p><i>The Proposals Map sets out a network of Bus Priority Routes. Development which would have an adverse impact on this network will not be permitted.</i></p>
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## **CYCLING AND WALKING**

The Worcestershire LTP3 identifies that walking and cycling as modes of transport are used as a means to an end for everyday access to employment, education, shops, healthcare and other day-to-day activities; and as an end in themselves for walking and cycling as recreational activities. They can form the sole mode of transport from origin to destination; however walking forms part of nearly every other journey made.

### **Cycling**

Cycling is a convenient and practical mode of transport for many journeys. Encouraging people to take up cycling for more trips helps achieve several transport aims and wider environmental, climate change and health goals. The majority of roads in the District are available to cyclists; however the speed and volume on some makes cycling on them unattractive. This is particularly the case for new, less confident or occasional cyclists. Cyclists may also use some categories of rights of way and other off-road routes, particularly in the larger towns.

<b>CYCLING AND WALKING INFRASTRUCTURE</b>	
Responsible delivery bodies	Worcestershire County Council Wyre Forest District Council Sport England Natural England Developers Sustrans
Strategies, Plans and Programmes	<p><b>Worcestershire LTP3 – Cycling Policy Document</b> Worcestershire’s Cycling Policy provides the strategic framework for the development of measures which will help to improve the safety and efficiency of the existing transport network and encourage use of sustainable transport modes where these can offer a viable alternative to the car.</p> <p><b>Worcestershire LTP3 - Walking &amp; Public Realm Policy</b> Provides the strategic framework for the development of measures which will help to make journeys on foot safer, easier and more pleasant and ensure that the public realm – the public spaces within which most transport activities take place – provides appropriate space for the many competing uses and improves the quality of the built environment.</p> <p><b>Worcestershire Cycling Strategy (1998).</b> Worcestershire’s Cycling Policy provides the strategic framework for the development of measures which will help to improve the safety and efficiency of the existing transport network and encourage use of sustainable transport modes where these can offer a viable alternative to the car. The document sets out the technical processes underpinning the delivery of cycling measures.</p> <p><b>Wyre Forest Cycling Strategy (2002)</b> The Wyre Forest Cycle strategy aims to promote cycling as a sustainable form of transport and to provide a comprehensive framework of measures by which this can be achieved.</p>
Existing Provision	As identified on Worcestershire County Council’s website.
Planned Provision	Kidderminster Urban Package will include key corridor and public realm improvements.
Challenges	A key issue for the Core Strategy is increasing accessibility and connectivity including enhanced pedestrian facilities into Kidderminster town centre; this should include safer cycle routes, better lighting thereby as well as improving safety and security.
Opportunities	Increase levels of walking and cycling is recognised to contribute to priorities including health, reducing urban congestion, and bringing economic and social benefits.

Funding	Major Scheme Funding Local Sustainable Transport Fund Regional Growth Fund LTP3 (IT Block secured £1 million across Worcestershire) Private Sector
Risks	Implementation and land available for new routes – can sometimes
Summary / Role of the LDF	<p>The LDF has an important role to play in taking a spatial approach to improving accessibility and improving the attractiveness of alternative modes of transport to the car. The existing and emerging policy framework is as follows:</p> <p><i>Core Strategy Policy CP03: Promoting Transport Choice and Accessibility</i></p> <p><i>Where appropriate, new developments will be required to connect into the surrounding infrastructure and contribute towards new or improved walking and cycling facilities within the District and the provision of an integrated public transport network across the District.</i></p> <p><i>Site Allocations and Policies</i></p> <p><i>Developments should safeguard and enhance the existing Cycle Route Network, including providing new links where possible. All new developments must be designed to maximise accessibility to, and movement around, the development for cyclists.</i></p> <p><i>New developments should take into account movement around the site for all members of the community and should consider the use of shared surfaces with an emphasis on pedestrians over vehicles in a way that promotes highway safety.</i></p>

## ENERGY

### Electricity

The electricity network is split up into three sections:

- Generation – owned and operated by a number of different companies
- Transmission System(400kV to 275kV) – owned by National Grid
- Distribution System (132kV to 230kV)– country split into 14 areas managed by distribution network operators (Western Power Distribution covers Wyre Forest)

There are no conventional large-scale power stations in the District. A small number of wind turbines and a growing number of microrenewable installations also contribute to electricity generation, but the vast majority of the District's electricity is supplied from outside the area.

<b>Energy – Electricity</b>	
Responsible delivery bodies	Western Power Distribution
Strategies, Plans and Programmes	WPD business plan
Existing Provision	Within the District there are 3 primary substations, they are located in Kidderminster, Stourport-on-Severn and Wribbenhall. There are also numerous sub-stations that exist throughout the District.
Planned Provision	Discussions have been held with Western Power Distribution to ascertain whether or not there is any capacity issues associated with the development levels proposed in Wyre Forest. The headline response from WPD was that there are no showstoppers for any strategic sites within the county and that no extraordinary costs for developers are envisaged. With regard to residential sites WPD indicated that any site with less than about 500 dwellings is unlikely to require major reinforcement. There are no sites within the Development Plan Documents in Wyre Forest that propose numbers of dwellings greater than 500 and therefore it is considered that the sites will not require any major reinforcing.  In terms of potential new employment sites within the District WPD concluded that there was ample Transformer Capacity, but that new 11kV Feeder/s maybe required.
Challenges	The implementation of renewable energy systems. WPD have indicated that large renewable energy development needs to be near a line of at least 66kV or very close to the primary substation. This potentially restricts location opportunities or means that further infrastructure would be required in areas where this isn't available. For example, large wind turbines in rural areas can need expensive connections unless they

	<p>are close to a Primary Substation or there is a 66kV line running close by (in which case the developer provides a new 66/11kV substation). The distance from the network at which it would become uneconomic to connect depends on the generation capacity.</p>
Opportunities	<p>Opportunities to include renewable energy generation in new developments as per adopted planning policy in the Core Strategy.</p>
Funding	<p>WPD are obliged to offer customers the minimum scheme to enable connection. This means that, whilst the distribution network has to comply with relevant standards to ensure a safe and reliable supply, a 'make do and mend' patching approach can arise.</p> <p>Greenfield sites generally incur increased costs for developers to connect to the network, as brownfield sites often have capacity from previous uses. However, the reduced costs for brownfield connections can be offset by the increase potential for the need to relocate existing overhead lines.</p> <p>Overall, there are not considered to be any abnormal costs or funding is required to ensure that energy infrastructure is in place to meet the development needs of the District. Each development will fund its own infrastructure needs in conjunction with discussions held with WPD.</p> <p>The Baker Associates report took the view that the need for developer contributions for this category was lessened because connections to the grid are standard parts of the build costs for sites. Utility companies enable connection of the network where there is capacity or where improvements are part of their organic load growth. Unplanned strengthening of the network to accommodate development sites needs to be funded by developers.</p>
Risks	<p>Employment land uses cannot be fully modelled without details of an end user. Furthermore, WPD have indicated that 'legacy capacity' at former employment sites cannot be guaranteed for new users. However, broad assumptions can be made which is the approach taken and this identified that there is ample transformer capacity within the area to serve the identified employment sites. The only capacity constraints identified within the County is at Evesham.</p> <p>There are concerns currently arising from developers about the viability of implementing schemes in larger developments. This has frustrated the potential for schemes to be brought forward within the District and could continue to be a risk moving forward.</p>
Summary / Role of the LDF	<p>The Council has assisted WPD by providing details of the proposed development sites along with potential timescales for delivery. This has enabled WPD to analyse the likely effect on their network and they have managed to conclude that it is unlikely any extra infrastructure capacity would be required in order to bring forward development.</p> <p>Overall, there are not considered to be any abnormal costs or funding is required to ensure that energy infrastructure is in place to meet the</p>



	<p>development needs of the District. Each development will fund its own infrastructure needs in conjunction with discussions held with WPD.</p> <p>Therefore, the role of the LDF with regard to this element of infrastructure is fairly limited.</p>
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## Gas

Worcestershire County Council has been in discussions with National Grid Gas and any information from these discussions will help to inform this section of the study at a later date.

However, it is worthwhile noting that the Baker Associates report took the view that the need for developer contributions for this category was lessened because connections to the grid are standard parts of the build costs for sites. Utility companies enable connection of the network where there is capacity or where improvements are part of their organic load growth. Unplanned strengthening of the network to accommodate development sites needs to be funded by developers. Therefore, it is considered that the cost of this infrastructure will be met in full as part of the development process and it is not considered to be a priority element of infrastructure to meet the development needs of the District.

## Renewable Energy

A renewable energy study was undertaken by consultants IT Power in 2008. The study examined the potential for large-scale renewables to be developed within Worcestershire. The study estimated the potential for large biomass, wind and hydro capacity within the County.

Three scenarios were developed, with each scenario becoming increasingly optimistic in terms of the potential for the resource to be utilised and the sites to be developed. The table below shows the extract from the study.

**Table 1 Total estimated large scale renewable generation from biomass, wind and hydro power (assuming 60% biomass resource is used for heat and 40% is used for electricity).**

District	Scenario 1		Scenario 2		Scenario 3	
	MW	MWh	MW	MWh	MW	MWh
Bromsgrove	1	7006	14	40910	23	72336
Malvern Hills	8	41078	14	72031	27	150306
Redditch	0	0	0	0	0	0
Worcester	1	3369	1	3369	1	3369
Wychavon	47	130877	73	213592	80	302222
Wyre Forest	5	17820	7	25511	9	42700
<b>Totals</b>	<b>62</b>	<b>200149</b>	<b>109</b>	<b>355413</b>	<b>140</b>	<b>570932</b>
<b>Approximate no. of houses that total energy could supply</b>	<b>N/A</b>	<b>8693</b>	<b>N/A</b>	<b>15436</b>	<b>N/A</b>	<b>24796</b>

The study identifies that Worcestershire, relative to other UK counties, is limited in its renewable energy resources. Furthermore, the study states that even using the realistic resources identified, Worcestershire will be unable to achieve its share of the Government

target of 15% energy usage to come from renewable energy generation, simply because the resource is not available within Worcestershire. Even if a dramatic reduction in energy usage were possible, the target would remain unattainable.

It is under this backdrop, therefore, that policies and new infrastructure for renewable energy needs to be considered. What should also be remembered is that while the planning system plays a key role in delivering the necessary infrastructure to reduce carbon emissions, many factors which influence carbon emissions (e.g. fuel costs) and the take up of renewable energy (e.g., installation costs, feed in tariffs) are beyond the control of the Development Plan.

## WATER AND DRAINAGE

The main elements to consider under this topic are the following:

- Water Supply
- Waste Water
- Drainage
- Flood Defences

Each of these is discussed in turn below.

### Water Supply

Severn Trent Water Limited (STWL) is responsible for providing potable water to the whole of the Wyre Forest District. They are one of the largest water companies in England and supply a population of over 8 million people with around 1,900 million litres of potable water.

The District Council's Water Cycle Strategy, undertaken to inform the LDF, identifies that the size of the water resource zones makes it difficult to obtain detailed information at a District scale. However, it does imply that within these zones, the precise location of development is not important in terms of water resources.

Overall water supply is limited within the District, but it is not considered by STWL to be a constraint to development, due to the improvement plans highlighted within their Water Resources Management Plan and the ability to transfer water between Water Resource Zones. Therefore, it is considered that any associated infrastructure improvements will be as a result of development and made as and when required, by STWL.

<b>WATER SUPPLY</b>	
Responsible delivery bodies	Severn Trent Water Limited (STWL) Environment Agency Wyre Forest District Council – Water Management (North Worcestershire Section) Developers
Strategies, Plans and Programmes	<u>Severn Trent Water documents</u> -Water resource management Plan (dWRMP) 2009 -Statement of Response. -Final Business Plan PR09. -Strategic direction statement 'Focus on Water' <u>Wyre Forest District Council documents</u> -Level 1 and 2 Strategic Flood Risk Assessment. -Water Cycle Strategy
Existing Provision	STWL is responsible for providing potable water to the whole of the Wyre Forest District. They are one of the largest water companies in England and supply a population of over 8 million people with around 1,900 million litres of potable water.  The District Council's Water Cycle Strategy, undertaken to inform the LDF, identifies that the size of the water resource zones makes it difficult to

	<p>obtain detailed information at a District scale. However, it does imply that within these zones, the precise location of development is not important in terms of water resources</p> <p>The condition of the water supply network within the Wyre Forest is not seen as a problem by STWL, and they do not envisage any connection issues within the main town areas. However, the Water Cycle Strategy does indicate that the more rural locations will require a higher level of provision, due to their more remote nature. This will be a continuation of current trends and it is considered that this will not be a barrier to development within the District.</p>
Planned Provision	<p>The Water Cycle Strategy identifies that there is likely to be enough infrastructure to serve the development proposed in the Core Strategy. This is in line with what STWL have outlined in their Water Management Plan and it is therefore considered that this is not a barrier to growth. Where there are issue with capacity and connections to the water supply network, developers will need to requisition a connection to the nearest point of adequate capacity.</p>
Challenges	<p>There are potential concerns regarding the availability of water but STWL remain confident that they can meet the requirements through their ongoing water management and delivery plans. Additionally, new water management techniques and subsequent planning policy can help to achieve a reduction in water consumption</p> <p>In some areas groundwater is currently being over abstracted because demand is outstripping supply. Presently aquifers are under pressure in Kidderminster and Bromsgrove.</p> <p>Additional water supplies for Wyre Forest will have to be brought in from outside the district as there is no additional water available for abstraction due to the potential impact on rivers and wetlands.</p>
Opportunities	<p>Opportunities to upgrade facilities may exist within some of the more rural areas of the District where limited development is planned. However, the viability of schemes will need to be considered as part of any proposals.</p>
Funding	<p>It is considered that any new infrastructure required will be funded directly by STWL. The response received from STWL identifies that there are no barriers to the development proposed within the District and therefore it is unlikely that other funding streams will be required to be sought.</p> <p>The delivery of capacity improvements will be undertaken by and wholly funded by Severn Trent Water as part of customer bills.</p> <p>The greatest issue will be phasing of improvements, including any lead in times</p>
Risks	<p>There are potential concerns regarding the availability of water but STWL remain confident that they can meet the requirements through their ongoing water management and delivery plans. Additionally, new water management techniques and subsequent planning policy can help to</p>

	achieve a reduction in water consumption
Summary / Role of the LDF	<p>Existing Adopted Policy: Wyre Forest District Council Core Strategy Policy CP01, CP02- Water Management Water efficiency - Para 6.12</p> <p>Overall water supply is limited within the District, but it is not considered by STWL to be a constraint to development, due to the improvement plans highlighted within their Water Resources Management Plan and the ability to transfer water between Water Resource Zones. Therefore, it is considered that any associated infrastructure improvements will be as a result of development and made as and when required.</p> <p>There is currently a 6.5 year supply of residential land and therefore the first phase of the plan is considered to be already deliverable.</p> <p>On adoption of the site allocations and policies DPD, the Council will ensure that the proposed development sites are passed to STWL so they will be able to input these into their development plans accordingly. In the meantime the Council has provided on a number of occasions GIS files of potential new sites so that STWL can input into their infrastructure planning accordingly</p> <p>The locations identified for development within the LDF have been identified as acceptable in terms of available water supply. There are considered to be some constraints within the more remote parts of the District but as there are limited development opportunities within these locations it is not considered that major investment should be sought and that infrastructure upgrades should be considered on a site-by-site basis.</p>

## Waste Water – Collection and Treatment

Wastewater collection and treatment within the whole of the Wyre Forest District is undertaken and managed by Severn Trent Water Limited (STWL). The assessment of infrastructure included in the Council's Water Cycle Strategy was based on consultation with STWL, together with information produced by Ofwat and the Environment Agency. Therefore, the document was produced with key stakeholder involvement and provides an accurate picture of provision at the time of writing.

The conclusions of the Water Cycle Strategy, with regard to waste water was that generally the areas of the District identified for new development are well served by the existing sewer network, falling with STWLs existing catchments. Some of the areas of the network have been identified as suffering from existing capacity issues, whereas others are predicted to suffer from capacity constraints in the future.

For more detailed information please see the Council's Water Cycle Strategy which is available to view on our website ([www.wyreforestdc.gov.uk](http://www.wyreforestdc.gov.uk)).

WASTE WATER	
Responsible delivery bodies	Severn Trent Water Limited (STWL) Environment Agency Developers Wyre Forest District Council
Strategies, Plans and Programmes	<u>Severn Trent Water documents</u> -Water resource management Plan (dWRMP) 2009 -Statement of Response. -Final Business Plan PR09. -Strategic direction statement 'Focus on Water' <u>Wyre Forest District Council documents</u> -Level 1 and 2 Strategic Flood Risk Assessment. -Water Cycle Strategy
Existing Provision	<p>The main wastewater treatment works within the District is located within Kidderminster (Oldington). This piece of infrastructure serves the towns of Kidderminster, Stourport-on-Severn and Bewdley, although smaller works are also present within and just outside the District boundary. These include:</p> <ul style="list-style-type: none"> <li>• Rectory Lane, Rock</li> <li>• Fox Lane, Chaddesley Corbett</li> <li>• Blakedown</li> <li>• Upper Arley</li> <li>• Belbroughton (outside of the District boundary)</li> <li>• Horton Lane, Great Horton (south of the District)</li> <li>• Roundhill (north of the District boundary)</li> </ul> <p>Of these other facilities, the following were identified as potentially being of concern</p> <ul style="list-style-type: none"> <li>• Blakedown (for a failure in RQO downstream from the works)</li> </ul>

	<ul style="list-style-type: none"> <li>• Roundhill (high overall risk in the Environment Agency’s assessment and risk of CDWF exceedance)</li> <li>• Upper Arley (due to risk of CDWF exceedance)</li> <li>• Chaddesley Corbett (due to risk of CDWF exceedance)</li> </ul> <p>However, the conclusion with regard to these facilities was that it was highly likely that the issues could be overcome as no large development is planned for within these areas of the District. Indeed, a recent planning application for the only allocated site within Blakedown received planning permission without any concerns being raised about the existing infrastructure capacity at the Blakedown facility from either the Environment Agency or Severn Trent Water. There have also been improvements made to the facility, as part of STWL’s Capital Maintenance Programme (Planning Application Ref 12/0255/COUN).</p> <p>The other facility in the rural area where development is proposed is at Clows Top. This site is located where there are known infrastructure capacity constraints, in relation to drainage. The development plan will need to recognise this in terms of drafting of the policy and allow a longer time period for the development to come forward.</p> <p>Given the constraints associated with potential development at this location, the Council have widened the proposed allocation to bring in the former Garage site and haulage yard. This increases the potential developable area of the site and improves the viability of bringing forward development that is capable of meeting the drainage improvements required in this area.</p>
Planned Provision	As part of the Water Cycle Strategy STWL provided comments outlining their view of potential impacts of development on the wastewater network. A traffic light colour code was then provided for each of the sites depending on their status. This is included below this table and commentary provided explaining the proposed allocated sites.
Challenges	The challenges that exist relate to the capacity of the more remote waste water treatment works. However, the Water Cycle Strategy concludes that it is likely that these issues will be overcome through consultation with STWL and the EA as part of any development proposed within these smaller catchment areas. This will be particularly important for the Clows Top site.
Opportunities	Opportunities to improve the capacity at some of the smaller treatment works may come about during the course of the plan period, led by STWL.
Funding	Funding for sewerage capacity has in the past been provided by developers at a cost commuted to reflect the anticipated income from the new development. It is likely that this regime will continue in the future but there are opportunities to consider other funding sources to bring forward infrastructure, should it be considered to be important to the delivery of the plan.

Risks	The risks associated with this infrastructure type are considered to be limited. There is a risk that the status of some of the more rural treatment facilities would cause a problem for the delivery of development. However, as the strategy does not propose major development within this location then it is not considered that this will not be a major concern for the progression of the LDF.
Summary / Role of the LDF	<p>As part of the preparation of the LDF, the Water Cycle Strategy was commissioned to investigate the state of the various elements of infrastructure within the District. The Strategy identifies that, broadly, the proposed development strategy and sites identified will not cause a problem in terms of infrastructure provision.</p> <p>One site where there were concerns was at Clows Top, This site has been put forward as a potential development site but the following wording has been included within the policy:</p> <p><i>“Development must ensure that appropriate drainage measures are provided.”</i></p> <p>The reasoned justification continues are follows:</p> <p><i>“The site and wider area has known infrastructure issues in relation to drainage. Any development of this site will therefore need to ensure that appropriate drainage measures are provided as part of any proposal. Costs of this work could be factored into a viability assessment accompanying proposals for development.”</i></p> <p>Therefore, the policy makes clear that any proposed development in this location will need to be accompanied by appropriate drainage measures.</p>

### Potential Water related infrastructure capacity constraints – by site

The following table identifies the assessment of sites against set criteria as outlined in the Water Cycle. The sites included are the sites that have been identified as the Preferred Option sites for both the Site Allocations and Policies DPD and the Kidderminster Central Area Actions Plan DPD, these sites have largely been brought forward in the Pre-submission version of the documents.

Green	Low Flood Risk Infrastructure - Clear to develop Little or no restrictions for the use of SUDS
Yellow	Medium Flood Risk Infrastructure - Will require minor infrastructure improvement Some restrictions identified for the use of SUDS
Red	Significant Flood Risk Infrastructure - Will require major infrastructure improvement Major infrastructure upgrade required



**Development Sites in Site Allocations Preferred Options Document Water Cycle Strategy:  
Conclusions on Infrastructure**

Site	Flood Risk	Water Supply	Sewerage Infrastructure	Wastewater Treatment	SUDS
<b>KIDDERMINSTER SITES</b>					
Former British Sugar Site	G	G	G	G	R
Oasis Arts and Crafts and Reilloc Chain	G	G	Y	G	Y
Former Romwire Site*	G	G	Y	G	Y
Blakebrook Scholl and County Buildings	G	G	Y	G	Y
Northumberland Avenue Surgery	G	G	G	G	Y
Aylmer Lodge Surgery	G	G	G	G	Y
Chester Road South Service Station	G	G	Y	G	Y
Broadwaters Community Centre	Y	Y	Y	G	Y
Rifle Range Shops and Musketeer PH	G	G	R	G	Y
<b>STOURPORT-ON-SEVERN</b>					
Bridge Street Basins Link	Y	G	G	G	Y
Tan Lane	G	G	G	G	Y
County Buildings	Y	G	G	G	Y
Civic Centre	G	G	G	G	Y
Swan Hotel and Working Mens Club*	G	G	G	G	Y
Sion Gardens*	G	G	G	G	Y
Carpets of Worth	Y	G	G	G	Y
Cheapside	Y	G	G	G	Y
Parsons Chain	Y	G	G	G	Y
Worcester Road Car Garages	R	G	G	G	Y
Baldwin Road	G	G	G	G	Y
Morgan and MIP Sites	G	G	R	G	Y
Lucy Baldwin Unit*	G	G	R	G	Y
Queens Road Shops and Garages	Y	G	Y	G	Y
Robbins Depot	G	G	G	G	Y
<b>BEWDLEY AND RURAL</b>					
Load Street	R	G	G	G	Y
Lax Lane	R	G	G	G	Y
64 High Street*	G	G	G	G	Y
Blakedown Nurseries	Y	Y	Y	Y	Y
The Terrace, Clows Top	R	R	R	R	R
Lea Castle	G	Y	Y	G	Y

\* Sites that weren't assessed in the WCS. In many instances these sites are located adjacent to sites that have been assessed and it is therefore considered appropriate that they would be subject to similar constraints and therefore the same conclusions as the adjacent development areas have been adopted.

It is clear to see that the majority of sites within the Site Allocations and Policies DPD are relatively unconstrained in terms of water related infrastructure (the three middle columns of the above table). The main infrastructure improvement required is for SUDS and this has been reflected through the Core Strategy Policy CP02, which requires all new development within the District to implement appropriate SUDS techniques. This will be reinforced further when the floods and water management act comes into force and developers will need to include SUDS to the satisfaction of the SUDS Approval Body.

### **Rural Areas**

The areas where more constraints exist are within the rural areas of the District. However, it is proposed that limited development would occur within these areas and therefore it is likely they will be phased over a longer period of time in the plan or solutions to the existing infrastructure constraints provided before (or by) any development proposed within these areas. There have been a number of planning applications for improvements to Treatment Works in the rural areas where development is proposed that have helped to improve the situation, these are as follows:

- 12/0030/COUN – Extension to existing Sewerage Treatment Works, Rock
- 12/0255/COUN – Proposed Motor Control Centre Kiosk (to help run the underground improvement works) Blakedown Sewerage Treatment Works.

In terms of the development sites proposed in the rural areas, Blakedown has recently received planning consent for 44 new dwellings and is therefore considered to be deliverable, even taking into account the conclusions provided by the Water Cycle Strategy. In terms of the Clows Top proposal, this has been discussed with the agents and owners of the site and their view is that a scheme can be delivered, in conjunction with improvements to the drainage network that satisfy stakeholder concerns. The Lea Castle site is also identified as having some constraints, however, the site has been used in the past for a number of uses and existing structures are currently all served. Furthermore, any development of this site, given its size, would be at a quantum that would enable any infrastructure upgrades to be provided as part of any planning application.

**Development Sites in Kidderminster Central Area Action Plan Preferred Options Document**  
**Water Cycle Strategy**  
**Conclusions on Infrastructure**

Site	Flood Risk	Water Supply	Sewerage Infrastructure	Wastewater Treatment	SUDS
<b>CHURCHFIELDS</b>					
Grasmere Close (Hurcott Maisonettes)	G	G	Y	G	Y
Georgian Carpets / Stoney Lane	G	G	G	G	R
Sladen *	G	G	Y	G	Y
Churchfields Business Park	Y	G	G	G	Y
Lime Kiln Bridge	Y	G	G	G	Y
Crossley Park	R	Y	G	G	R
<b>EASTERN GATEWAY</b>					
Comberton Hill Area*	G	G	G	G	Y
Bromsgrove Street Area	G	G	G	G	Y
Worcester Street Retail*	G	G	G	G	Y
Lion Street*	G	G	G	G	Y
Waterloo Street Area	G	G	G	G	Y
<b>WESTERN GATEWAY</b>					
Park Street and Rock Works	G	G	G	G	R
Park Lane Canalside	Y	G	G	G	R
Weavers Wharf*	Y	G	G	G	R
<b>CASTLE WHARF</b>					
MCF Complex	R	G	G	G	R
Tram Street	R	G	G	G	R
New Road Retail	R	G	G	G	R
<b>CROSSLEY PARK AND MILL STREET</b>					
Crossley Park and Mill Street	R	G	G	G	R
<b>HERITAGE PROCESSIONS</b>					
Frank Stone	R	G	G	G	R
Green Street Depot	R	G	G	G	R
Bus Depot*	R	G	G	G	R

\* Sites that weren't assessed in the WCS. In many instances these sites are located adjacent to sites that have been assessed and it is therefore considered appropriate that they would be subject to similar constraints and therefore they have adopted the same conclusions as the adjacent development areas.

The sites within the Central Area Action Plan are also primarily clear to develop in terms of water supply, sewerage infrastructure and wastewater treatment. The elements that require further infrastructure upgrades/provision relate to flood risk and SUDS. Again, the Core Strategy provides a policy framework to ensure that new developments implement appropriate SUDS techniques. Furthermore, the site specific development plan documents

also provide a framework to ensure that development takes full account of flood risk and that uses are situated accordingly within each development site.

However, further work is considered to be required in terms of flood risk with regard to a flood risk policy that is specific to the KCAAP. This is to be discussed further with the Environment Agency.

### Phasing – Water related infrastructure

The constraints identified in the tables have helped to identify the potential phasing periods for the development of the sites. This has, however, been supplemented by other information, such as discussions with land owners and the appetite for development to be implemented at the various identified sites. Some of the sites have a number of constraints and it is likely that these will take time to be developed and so have been phased for later on in the plan period. The phasing included in the Development Plan is intended to be indicative and it is often the case that development may come forward before or indeed after, the identified period, due to unforeseen circumstances. However, it is considered that on the whole that the phasing period included within the DPD reflects the evidence included in the Water Cycle Strategy, supplemented where appropriate.

In terms of flood risk and the identified constraints included within the table, this is discussed further in the following section.

### FLOOD RISK

The District has an intricate network of rivers, streams and pools and therefore flooding is seen as a key local issue. Due to the risk of flooding within some of the main settlements in the District a number of flood alleviation schemes have been constructed.

As part of the evidence base for the LDF, a Level 1 and Level 2 Strategic Flood Risk Assessment have been carried out. The information contained within these reports has been used to populate the following table. For more information please view the full reports on the Council's website. Information has also been gathered from discussions with the EA and from other studies undertaken by the District Council.

Furthermore, a flood risk sequential test has also been prepared, in line with National Guidance that helps to explain the allocation of potential development sites.

<b>FLOOD RISK</b>	
Responsible delivery bodies	Environment Agency Severn Trent Water Limited Worcestershire County Council Wyre Forest District Council – Water Management Team
Strategies, Plans and Programmes	Catchment Flood Management Plan River Basin Management Plan Strategic Flood Risk Assessment – Level 1 and Level 2
Existing Provision	There are a number of existing flood alleviation schemes within the District, they are as follows:

	<p><b>Kidderminster Flood Alleviation Scheme (FAS)</b> – This scheme is located upstream of the town centre and is designed to provide a 1% Annual Exceedance Probability (AEP) standard of protection. It consists of an earth dam containing a concrete culvert which crosses the River Stour and surrounding embankments which form a flood storage area. In times of flood the culvert limits the flow in the River, causing flood water to back up into the Puxton Marshes. The scheme also includes privately maintained channel improvements through Kidderminster and was completed in 2003. In addition to this FAS a number of flood banks and walls, both privately and Environment Agency maintained, are sporadically located throughout Kidderminster. These provide a varying standard of defence, up to 1% AEP.</p> <p><b>Bewdley Flood Alleviation Scheme (FAS)</b> – Bewdley has benefited from the installation of a multi-million pound demountable flood defences alongside Severnside North and South. The scheme was developed in 2006 and helped to defend 175 properties from a 1 in 100 year flood.</p> <p><b>Riddings Brook, Wribbenhall (Bewdley)</b> – The scheme, which was for a new flood storage area on the Riddings Brook was completed in 2011. The scheme attracted local levy funding and provides a reduced risk of flooding for 49 properties in Wribbenhall, the flood risk in the area has also been reduced to 1% chance in any given year with an additional allowance for climate change. The flood storage area of the scheme received £250,000 grant funding. The storage area was constructed by creating a 200m embankment around the edge of a field off Crundalls Lane to allow water to back up from the Culvert. In addition to the flood storage area a new concrete headwall around the top of the culvert has been developed in order to control the flow into the pipe. A metal screen has also been fitted to prevent debris from entering and blocking the culvert.</p>
Planned Provision	<p>Hurcott &amp; Podmore SSSI, Kidderminster – Cost TBC  Puxton Marshes SSSI, Kidderminster – Cost TBC  Wilden Marsh SSSI, Kidderminster – Cost TBC</p>
Challenges	<p>The number of properties and commercial premises flooded by run-off from natural springs and the increase in the water table is becoming more significant, there are also significant impacts within the rural areas and agricultural communities.</p>
Opportunities	<p>New DEFRA approach to funding flood and coastal risk management has been introduced for projects starting from 2012/13 – “Flood and Coastal Resilience Partnership Funding” Funding levels for each scheme will relate directly to the number of households protected, the damages being prevented.</p> <p>Grants for surface water management and property level protection are available from Defra</p> <p>The Flood and Water Management Act (2010) gives Worcestershire County Council as Lead Local Flood Authority a new role in flood</p>

	<p>leadership with the statutory requirement to develop, maintain and apply local flood risk management strategy.</p> <p>A new Water Management section has been set up for the North of Worcestershire, being led by Wyre Forest District Council. This section provides greater capacity and resource for looking at flood risk issues and means a dedicated team will be dealing with flooding and water issues within the District.</p> <p>Local Levy can be spent on building or maintaining flood risk management assets. Local Levy funds can be saved and carried forward from one year to the next and used to fund high cost schemes.</p>
Funding	<p>0.413million Local Levy &amp; Local Contributions for Riddings Brook Hurcott &amp; Podmore SSSI, Kidderminster – 0.010million FDGiA  Puxton Marshes SSSI, Kidderminster – 0.010million FDGiA  Wilden Marsh SSSI, Kidderminster - 0.010million FDGiA</p> <p>FDGiA = Flood Defence Grant in Aid</p>
Risks	<p>Potential risk of flooding to development sites if defences or mitigation measures are not implemented.</p>
Summary / Role of the LDF	<p>The Development Plan plays a key role in helping to mitigate against the risk of flooding. All of the potential site allocations have been subject to sequential testing and the Adopted Core Strategy ensure that flood risk and SUDS are fully taken into account in new development proposals.</p> <p>The Water Management policy included in the Core Strategy is as follows:</p> <p><b>CPO2: Water Management</b></p> <p>New developments will be required to incorporate appropriate Sustainable Drainage Measures (SUDs). This should be informed by the Water Cycle Strategy to ensure compatibility with specific catchment and ground characteristics, and will require the early consideration of a wide range of issues relating to the management, long term adoption and maintenance of SUDs.</p> <p>For developments in areas with known surface water flooding issues, appropriate mitigation and construction methods will be required.</p> <p>Applications which relate specifically to reducing the risk of flooding (e.g. defence / alleviation work, retro-fitting of existing development) will be supported so long as they do not conflict with other objectives within the Local Development Framework.</p> <p>New development should seek to provide betterment in flood storage and to remove obstructions to flood flow routes where appropriate.</p>

	<p>New developments should:</p> <ol style="list-style-type: none"><li>i. Conserve and enhance the ecological flood storage value of the water environment, including watercourse corridors</li><li>ii. Open up any culverted watercourse where practicable (Proposals involving the creation of new culverts will not be permitted);</li><li>iii. Improve water efficiency through incorporating appropriate water conservation techniques including rainwater harvesting and greywater recycling;</li><li>iv. Connect to the main sewer network wherever possible.</li></ol>
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Live Document

## WASTE

Worcestershire County Council is the lead authority for waste planning. Although the District Council has control over the collection and disposal of waste, future applications regarding waste related developments will need to have regard to the Worcestershire Waste Core Strategy.

It is estimated that approximately 1,591,000 tonnes of waste are produced in Worcestershire each year (waste arisings). This is categorised into:

- **Commercial and Industrial Waste (C&I):** Business waste, which include:
  1. **Agricultural waste:** All wastes that are discarded from agricultural premises except on-farm animal and plant wastes
  2. **Construction demolition and excavation waste (C&D):** Waste from building works and other related operations.
- **Municipal Solid Waste (MSW):** This waste is mainly collected from households.
- **Hazardous waste:** Waste defined as needing special management because it is difficult to handle or potentially polluting or dangerous. This includes:
  1. **Clinical waste:** produced from healthcare and similar activities that may pose a risk of infection or may prove hazardous to any person coming into contact with it.
  2. **Radioactive waste:** radioactive waste from non-nuclear industries is mostly produced by hospitals, pharmaceutical companies, education and research establishments.

### Existing Assets

The existing assets within the Wyre Forest are as follows:

Infrastructure Type	Location	Company	Size (ha)
Infilling	Blackstone Quarry, Stourport-on-Severn	Hills Waste Solutions	13.4
Landfill and Transfer Station	Summerway Landfill, Stourport-on-Severn	Talbot	6.9
Transfer Station	Hoo Farm, Kidderminster	MR C Rogers	0.2
Waste Transfer Station	Firs Industrial Estate, Kidderminster	ICL Environmental Services	0.2
Material Recycling Facility	Lickhill Quarry, Stourport-on-Severn	Hills Waste Solutions	2.7
Waste Transfer Station	Sandy Lane, Stourport-on-Severn	Mr Downes	0.4
Waste Transfer Station	Hoobrook Industrial Estate, Kidderminster	Lawrence's Skip Hire	0.2
Waste Transfer Station	Forge House, Stourport Road, Kidderminster	Lawrence's Skip Hire	6.3



Infrastructure Type	Location	Company	Size (ha)
Household, Industrial and Waste Transfer	Green Street Depot, Kidderminster	Wyre Forest District Council	0.5
Household Waste Site	Hoobrook Industrial Estate, Kidderminster	Mercia Waste	0.4
Household Waste Site	Minster Road, Stourport-on-Severn	Mercia Waste	0.5
Metal Recycling Site	Lisle Avenue, Kidderminster	Kidderminster Car Dismantlers	1.1
End of life vehicles facility	Hoobrook Industrial Estate, Kidderminster	Jones and Sons	0.3
End of life vehicles facility	Hoobrook Industrial Estate, Kidderminster	Carmas	0.1
End of life vehicles facility	Sandy Lane, Stourport-on-Severn	Potters	0.4
Physical Treatment Facility	Park Street Works, Kidderminster	Betts Environmental	0.3
Physical Treatment Facility	Sandy Lane, Stourport-on-Severn	I & R Plastic Recycling	0.09
Physical Treatment Facility	Chaddesley Corbett, Kidderminster	Mr S and Mr A Yardley	0.025
Physical Treatment Facility	Sandy Lane, Stourport-on-Severn	OSS Group	1.2
Bulk storage for recyclables	Hoobrook Industrial Estate, Kidderminster	Mercia Waste	0.2

Table adapted from Worcestershire Waste Core Strategy Background Document - Waste Sites in Worcestershire, March 2011.

### Future Needs

The following table, taken from the County Council's Waste Core Strategy, identifies the capacity gap and land requirements that may be needed to help deal with the demand up until 2026. It is important to note that this is a figure for the whole of Worcestershire, and not just Wyre Forest District.

	2010/11	2015/16	2020/21	2025/26
Re-use and recycling capacity gap	391,000	400,500	460,000	498,500
C&I (inc Agricultural waste)	58,000	81,000	107,500	137,500
C&D	127,500	105,00	105,000	105,000
MSW	165,500	174,000	207,000	215,000
Hazardous (inc chemical and radioactive)	40,000	40,500	40,500	40,500
'Other Recovery' capacity gap	240,500	253,500	268,000	283,500
C&I (inc Agricultural	120,500	129,000	138,500	149,500

waste)				
MSW	113,500	118,000	123,000	127,500
Hazardous (inc chemical and radioactive)	6,500	6,500	6,500	6,500
Sorting and Transfer capacity gap	-	-	-	-
C&I (inc Agricultural waste) & C&D	-	-	-	-
MSW	-	-	-	-
Hazardous (inc chemical and radioactive)	-	-	-	-
Landfill and Disposal capacity gap	-	-	-	-

Note: Capacity gap figures rounded to the nearest 500 tonnes, land requirement figures rounded to the nearest 0.5ha.

	2010/11	2015/16	2020/21	2025/26
<b>LAND REQUIREMENTS (total)</b>	<b>25ha</b>	<b>25ha</b>	<b>29ha</b>	<b>30ha</b>
Re-use and recycling	17ha	17ha	20ha	21ha
'Other Recovery'	8ha	8ha	9ha	9ha
Sorting and Transfer	-	-	-	-
Landfill and Disposal	-	-	-	-

Note: Capacity gap figures rounded to the nearest 500 tonnes, land requirement figures rounded to the nearest 0.5ha.

As can be seen by the table, there is a requirement across the whole of Worcestershire for approximately 31ha of land to meet the waste core strategy targets to 2026.

<b>WASTE – COLLECTION AND DISPOSAL</b>	
Responsible delivery bodies	Worcestershire County Council (Mercia Waste Management) Wyre Forest District Council
Strategies, Plans and Programmes	Worcestershire Waste Core Strategy Joint Municipal Waste Management Strategy for Herefordshire and Worcestershire (2004 – 2034)
Existing Provision	Identified above.
Planned Provision	The Waste Core Strategy does not identify specific sites that will come forward for new waste development, but does highlight sites that might be suitable for new waste management facilities. These sites, which are allocated for employment use, have been safeguarded for this use within the District Council's Adopted Core Strategy. Therefore, there is the potential for provision to come forward to meet the need in a number of locations within the District.
Challenges	The majority of the land requirement is identified as being required early in the plan process. Therefore there is a demand for facilities to be implemented sooner rather than later.
Opportunities	Opportunities exist on existing employment sites within the District to consider the development of waste management facilities. A good example of this is the development by Lawrence's recycling centre, which have taken over a large warehouse unit on the Stourport Road and have made it into one of the largest recycling centres in the County.
Funding	WCC in partnership with Mercia Waste
Risks	There may be concerns about waste related development from the communities that surround potential new sites which may hamper implementation of new schemes.
Summary / Role of the LDF	<p>Sites have been identified within the Local Development Plan as employment sites, which could equally be suitable to consider waste related development proposals.</p> <p>In terms of new development proposals within the District, the Adopted Core Strategy policy CP01 identifies that:  <i>"All new developments must make provision for waste recycling and, as a minimum; developments will be required to provide sufficient space to store materials for recycling"</i>.</p> <p>Therefore, all new developments will be taking into account the need to allocate suitable space so that recycling can occur, which is in line with the Waste Core Strategy.</p>

## Telecommunications

### Broadband

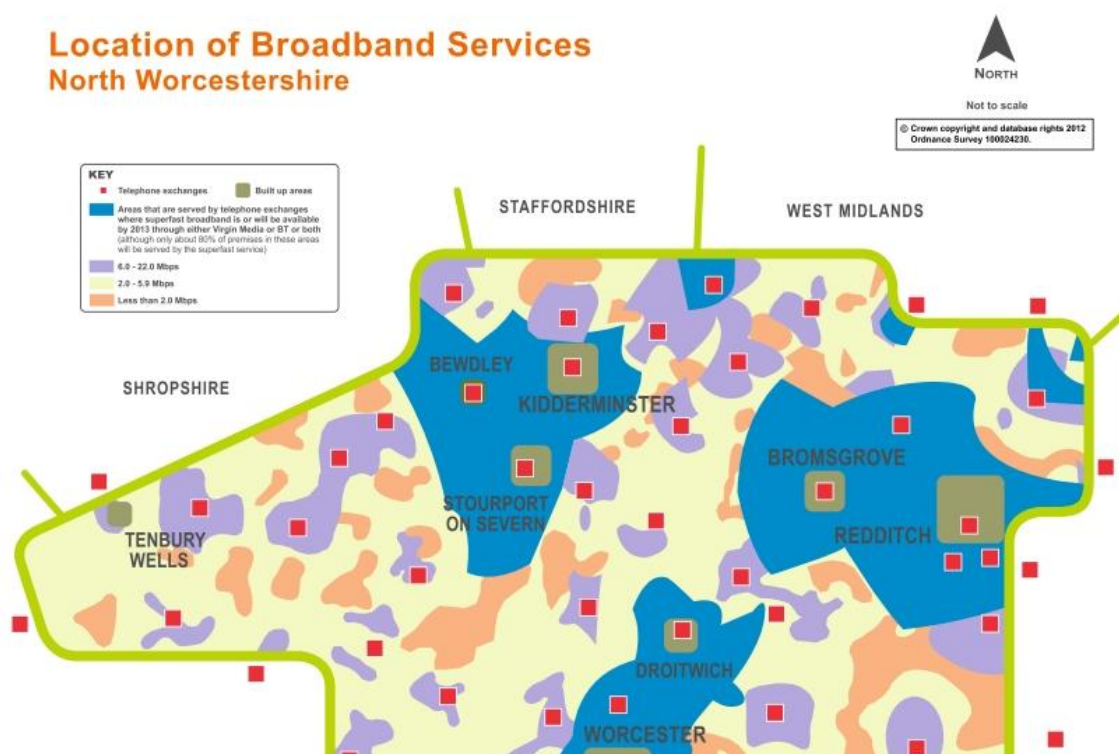
The Government is committed to securing a world-class communications system, and currently the main barrier to this is the availability of super-fast broadband. The Coalition Government's aim to create the best broadband network in Europe is echoed by the County's Corporate Plan for which Open for Business is a priority and broadband a key enabler. This is fully supported by the business community and the Worcestershire Local Enterprise Partnership (LEP).

The telephone exchanges that exist within the Wyre Forest are as follows:

Location of Exchange	Exchange Name	Residential properties served (approx)	Non-residential properties served (approx)
Arley	WMARL	303	30
Bewdley	WMBEW	4,690	205
Blakedown	WMBLA	847	25
Chaddesley Corbett	WMCHA	680	41
Clows Top	WMCLO	637	33
Kidderminster	WMKD	24,702	1,274
Rock (Callow Hill)	WMROK	700	33
Stourport	WMSTU	9,337	472
Wolverley	WMWLY	2,065	51

Information adapted from [http://www.samknows.com/broadband/exchange\\_search](http://www.samknows.com/broadband/exchange_search)

## Location of Broadband Services North Worcestershire



The above map details the current situation with regard to access to Broadband services within the District. As can be seen by the map, the three main towns within the District are all covered by the blue designation which means that they fall in areas that are served by telephone exchanges where superfast broadband is or will be available by 2013 through either Virgin Media or BT or both (although only about 80% of premises in these areas will be served by the superfast service). The more rural areas of the District generally have slower available speeds but there are areas that are closer to the telephone exchanges that do receive between 6.0 – 22.0 Mbps. It is clear, however, that there is an urban/rural divide with regard to broadband speeds and this is reflected in the county as a whole, as well as the most of the UK.

<b>BROADBAND</b>	
Responsible delivery bodies	Private Companies WFDC
Strategies, Plans and Programmes	Local Broadband Plan – discussed further below
Existing Provision	For the vast majority of residents and businesses in Worcestershire, broadband is supplied via terrestrial, fixed line networks. Two national infrastructure providers have competing networks in the area.  BT has enabled broadband service in all of the telephone exchanges location within the District. All BT networks are made available on an

	<p>open and equal access basis to all internet service providers (ISP) and communications providers (CP) in the UK who might wish to access their customers with broadband services.</p> <p>BT's local network business Openreach expects to make super-fast fibre broadband available to two-thirds of UK homes and businesses by the end of 2015. It is building the new network using a mix of fibre to the cabinet (FTTC) and fibre to the premises (FTTP) technologies. Both provide much faster speeds than those previously available to many UK homes and businesses.</p> <p>FTTC, delivered to street cabinets, currently offers download speeds of up to 40Mbps and upstream speeds up to 10Mbps. Openreach is planning to roughly double these speeds next year. FTTP, where the fibre goes directly to homes and businesses, will offer speeds of up to 100Mbps.</p>
Planned Provision	<p><b>Local Broadband Plan - Worcestershire</b></p> <p>Worcestershire has produced a 'Local Broadband Plan' (LBP) which aims for a 'Faster Broadband for all by 2015'. 'Open for Business' is one of the County's key priorities and access to faster broadband is vital to ensure companies are able to remain competitive and grow their businesses. The plan, therefore, includes ambitious targets for 90% of Worcestershire's businesses and residents to have access to Superfast Broadband, with 100% of the county being able to access at least 2mbps.</p> <p>As part of the Broadband Programme, Worcestershire County Council has been actively engaging with local communities and commercial suppliers. The aim of this engagement is to raise broadband awareness, educate communities as to the potential use of broadband and stimulate demand which will then maximise opportunities for private sector investment, thus reducing the need for public sector investment.</p> <p>The plan aims to provide areas in Worcestershire, including Stourport and Bewdley, with superfast broadband by the end of 2012 and improve internet connections in rural areas of the county.</p>
Challenges	Distance of premises from exchange is a major barrier to providing superfast broadband.
Opportunities	Continuing upgrades and a commitment by the private sector and the local authorities to improve broadband connections.
Funding	The LBP group has successfully bid for £3.35million of grant money from the Broadband Delivery UK (BDUK) funding allocation. This is in addition to the £8.5 million which has already been pledged as the indicative local authority allocation with significant further funding anticipated from private industry.
Risks	Potential risk to the local economy if super-fast broadband is not installed within the District.
Summary / Role of the LDF	Supportive role to enable infrastructure to be developed in more remote areas where development can sometimes be restricted.

## Telecommunications

The importance of telecommunications infrastructure in creating a strong economy means that a positive approach towards the consideration of necessary infrastructure is required. However, a balance needs to be struck between the need to facilitate the growth of new and existing systems and the environmental objectives of both national and local planning.

The National Planning Policy Framework requires local authorities to support the expansion of electronic communications networks, including telecommunications and high speed broadband whilst keeping the numbers of radio and telecommunications masts and the sites for such to a minimum consistent with the efficient operation of the network. Whilst there has been much debate about the link between health and telecommunications it is now widely suggested that there is no general risk to the health of people living near telecommunications base stations. The NPPF makes not clear that Local Planning Authorities should not determine health safeguards beyond ensuring that the proposal meets International Commission guidelines.

<b>TELECOMMUNICATIONS</b>	
Responsible delivery bodies	Mobile Operators Association.
Strategies, Plans and Programmes	Various – each of the main operators have their own strategies and roll out plans
Existing Provision	Each of the major networks provides standard coverage across the District.
Planned Provision	Not known
Challenges	Providing appropriate infrastructure assets to meet the demands of new technologies and meeting requirements in more rural areas of the District.
Opportunities	Potential opportunities for sharing of infrastructure assets to reduce impact on the District's landscape. Opportunities are starting to arise around 4G technology.
Funding	These services are provided by the companies as required at their own cost.
Risks	Minimal – each of the operators is investing in technology and have their own business plans. There may be risks associated with siting of infrastructure to meet telecommunications needs.
Summary / Role of the LDF	The emerging Site Allocations and Policies DPD includes a policy to govern the development of Telecommunications within the District. The policy is as follows:

**Policy SAL.CC5: Telecommunications**

Proposals involving the erection of telecommunications equipment will be allocated where it is satisfactorily demonstrated that:

- i. There is clear evidence of need for the development.
- ii. It is sited and designed so as not to result in significant adverse impact to interests of acknowledged importance; subject to operational and technical requirements.
- iii. There are no satisfactory alternative available sites.
- iv. There is no reasonable possibility of sharing facilities.
- v. There is no possibility of erecting antenna on an existing building or structure.

Proposals that will individually or cumulatively have a serious adverse impact on sensitive landscape, townscape or nature conservation will not be approved. All proposals for telecommunications infrastructure must demonstrate that they meet International Commission guidelines for public exposure.

NOTE: Conditions or S.106 Obligations will be sought to facilitate the future sharing of a facility, or the removal of a facility on obsolescence.



# SOCIAL INFRASTRUCTURE

## HEALTH

NHS in Worcestershire:

- Provides health services for 570,000 people
- Older people with long term conditions to rise by 63% in 20years
- 19% of population aged 65+ (UK 16%)
- Budget of £900 million for NHS Worcestershire
- Struggling to recruit and retain key staff
- Gap of £200million between future demand and funding

Health infrastructure includes a variety of primary and secondary care facilities, including acute hospitals, community hospitals, general practices, dentists surgeries, opticians premises, and pharmacies.

The Worcestershire Acute Hospitals NHS Trust provides hospital-based services from three main sites:

- Worcestershire Royal Hospital
- The Alexandra Hospital (Redditch)
- Kidderminster Hospital and Treatment Centre

They also provide specialist outpatient clinics in some community hospitals, and this shift of care away from acute setting and into community settings is planned to continue and strengthen in coming years.

Both the Acute Hospital Trust (AHT) and the Worcestershire Health and Care Trust (HACT) are in the process of developing new estates strategies as a result of the changing needs of the population and a need to make efficiency savings (of around 20%). This could have a significant effect on the current infrastructure requirements within the District.

While the HACT has a clear vision for the future, developing a hub and spoke model to ensure that they operate from high quality, fit-for-purpose buildings located in the right place; future service delivery within the AHT will be determined by the outcome of the ongoing countywide Joint Services Review (JSR).

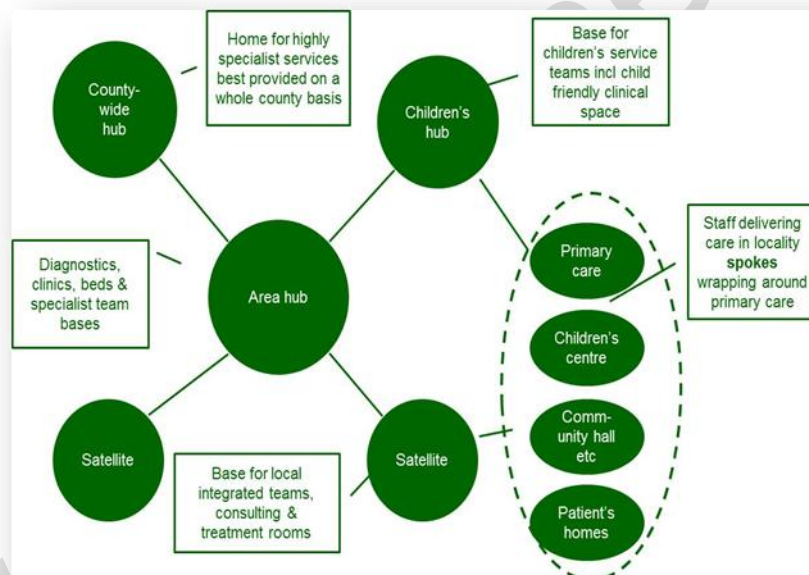
Due to the different approaches being undertaken, these two elements of the NHS have been considered separately below:

## Worcestershire Health and Care Trust (HACT)

WORCESTERSHIRE HEALTH AND CARE TRUST	
Responsible delivery bodies	<p>Worcestershire County Council                      Wyre Forest District Council                      NHS Foundation Trust – Kidderminster Hospital                      PCT                      Ambulance Service                      Acute Hospitals Trust                      Health and Care Trust (WHCT)                      Clinical Commissioning Groups</p>
Strategies, Plans and Programmes	<p>Primary Care Trust Strategic Plan                      District Profile (stats)                      Wyre Forest District Council Core Strategy                      Planning Obligations SPD.                      NHS White Paper – Equity and Excellence: Liberating the NHS, and the Health and Social Care Bill 2010-11                      Joint Services Review                      WHCT Estates Strategy</p>
Existing Provision	<p>NHS Worcestershire has been through a programme of investment in community health facilities with the aim of achieving modern, fit for purpose premises able to meet patient expectations and clinical standards. The strategy is to ensure optimal and flexible use of all available estate. A recent example of this within the District has involved the development of a new surgery on land at Kidderminster hospital, which has brought together two existing surgeries (Aylmer Lodge and Northumberland Avenue) in one location.</p>
Planned Provision	<p>Initial discussions with NHS representatives have suggested that there is unlikely to be any new capital investment in new health infrastructure in the short term. The focus is likely to be on refurbishment or expansion of the existing estate.</p> <p>Currently where there is a business case for a new facility, the Trusts bid for funding from Central Government to deliver the service. Additionally, rationalisation of the estate will release capital, which can be recycled internally. However, Government can call in the surplus estate and indeed has done so with some of the administrative buildings that made up the Primary Care Trust's Estate</p> <p>The trusts currently don't get any funding from development towards new facilities, and don't anticipate that they will require it in future.</p> <p>The NHS are planning to consult on altering the current delivery model</p> <p>The NHS is considering a 'hub and spoke' model. They have identified that this is because:</p> <ul style="list-style-type: none"> <li>• Many services are organised on a "locality" or "area" basis meaning they need an administrative base in or near to the locality they serve.</li> </ul>

- Many patient contacts take place in people’s homes or in the premises of others e.g. GP practices, village halls, health centres.
- The recent creation of WHCT and a related need to integrate our service with those of health and social care partners is best facilitated by the creation of hubs within which services can co-locate.
- Some services are more specialist, so for economic reasons are better provided over larger populations.
- Consultation and engagement with service delivery unit teams confirmed the “hub and spoke model as the preferred solution for the future.

The below diagram identifies how the new model is proposing to work:



The future estate strategy has set out a model for the future of the estate which enables the integration of community and mental health services with those of partners.

Challenges	Reduction in public sector finance. Having appropriate/viable sites to meet development needs.
Opportunities	Opportunities to consider co-location of facilities and maximising public sector assets. This also provides the opportunity to consider assets that are no longer required for re-development.
Funding	Possible funding cuts to NHS and more responsibility to LA- who are also facing cuts to budgets.
Risks	Possible funding cuts to NHS and more responsibility to LA- who are also facing cuts to budgets.
Summary / Role of the	Provide a supporting role to ensure that community health care facilities can be provided to meet the District’s needs. The LDF also needs to

LDF	<p>provide a positive framework for considering vacant assets following the review of the service and allow for alternative development to be considered, so that benefits can be realised for the public sector.</p> <p>The Site Allocations and Policies DPD include a policy relating to one of the current facilities in Stourport-on-Severn and provides a flexible policy framework to consider options for the redevelopment of the site and the potential to consider relocation of the facility to another location within the town.</p> <p>The Site Allocations and Policies DPD also includes a site specific policy that would enable the redevelopment of the existing GP surgery in Bewdley, which is an option currently being explored.</p>
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## **Development of health provision in Wyre Forest**

### **Northumberland Avenue and Aylmer Lodge Surgeries**

A recent scheme, involving the merging of two practices within Kidderminster, has recently gained planning permission and has begun to be implemented. The site, at the rear of Kidderminster hospital, provides a central point for two existing practices. This is in accordance with the 'hub' model identified previously.

### **Bewdley Medical Centre Redevelopment**

There are plans for a redeveloped medical centre to be implemented within Bewdley. The original plans were for a redevelopment of the current site, although this has recently been withdrawn due to issues concerning planning constraints. The practice is now looking at other options for the development in other areas of the town and it is anticipated that further announcements will be made shortly.

### **Funding of the scheme**

In accordance with NHS regulations Matrix Medical, the developers, will pay for the construction of the new centre and will rent the building to the practice. The practice will receive funding from the Primary Care Trust (PCT) to cover rent and rates.

Due to recent NHS reforms, the PCT will cease to exist in April 2013 and a new organisation will take its place. Bewdley Medical Centre needs to secure the funding commitment prior to that changeover. The money from the PCT can only be used for a new building, and it can not be used to expand or improve the existing building.

Therefore, although this is considered to be a required element of infrastructure, it is not considered that there are any additional costs that may need to be required as part of new development, and that the centre would be redeveloped under the provisions identified above.

## Acute Hospital Trust

A review of the acute hospitals is currently underway in Worcestershire. There are currently three hospitals in the County as follows:

- Worcestershire Royal
- Alexandra, Redditch
- Kidderminster

The review is currently looking at options which could affect services at all of these hospitals. More information is included in the table below.

ACUTE HOSPITAL TRUST	
Responsible delivery bodies	Worcestershire County Council Wyre Forest District Council NHS Foundation Trust – Kidderminster Hospital PCT Ambulance Service Acute Hospitals Trust Clinical Commissioning Groups
Strategies, Plans and Programmes	Primary Care Trust Strategic Plan District Profile (stats) Wyre Forest District Council Core Strategy Planning Obligations SPD. NHS White Paper – Equity and Excellence: Liberating the NHS, and the Health and Social Care Bill 2010-11 Joint Services Review WHCT Estates Strategy
Existing Provision	NHS Worcestershire has been through a programme of investment in community health facilities with the aim of achieving modern, fit for purpose premises able to meet patient expectations and clinical standards. The strategy is to ensure optimal and flexible use of all available estate.
Planned Provision	The Acute Hospital Trusts are currently considering 6 models for potential new service delivery, as follows:  Model A – No change (Three sites – fully staffed medical rotas) <b>Clinicians do not consider this to be safe or sustainable</b>  Model B – Two acute hospital sites (each with full A&E dept). Women and children’s services brought onto one site. One Hospital Treatment Centre. <b>Clinicians do not consider this to be safe or sustainable</b>  Model C – One Acute hospital site (with a full A&E dept). One Acute site with Urgent Care Centre. One Hospital treatment centre.  Model D - One Acute hospital site (with a full A&E dept). One hospital site providing planned surgery. One hospital Treatment centre (includes planned surgery).  Model E - One Acute hospital site (with a full A&E dept). One hospital site

	<p>providing planned surgery.</p> <p>Model F - One Acute hospital site (with a full A&amp;E dept).</p> <p>A number of options are likely to be made available for public consultation in late 2012 and all of these options have a potential effect on Kidderminster Hospital.</p>
Challenges	Reduction in public sector finance. Having appropriate/viable sites to meet development needs.
Opportunities	<ul style="list-style-type: none"> <li>• Improve links with community services</li> <li>• Give more everyday care closer to home</li> <li>• Provide care to older people in the most appropriate place</li> <li>• Help people stay independent for longer</li> <li>• Continue to work with local groups</li> </ul>
Funding	Possible funding cuts to NHS and more responsibility to LA- who are also facing cuts to budgets
Risks	Possible funding cuts to NHS and more responsibility to LA- who are also facing cuts to budgets
Summary / Role of the LDF	The Development Plan seeks to provide a safeguarding role for Kidderminster Hospital as an area for health care uses. This will need to be retained or reviewed depending on the outcome of the consultation to be undertaken by the NHS.

This section of the plan will need to be updated to reflect the results of the consultation.

## EMERGENCY SERVICES

### Introduction

#### West Mercia Police and Hereford and Worcestershire Fire and Rescue Service

The emergency services are undergoing a period of transition, which has been steered by the Government's Comprehensive Spending Review (CSR). This has obliged West Mercia Police and Hereford and Worcestershire Fire and Rescue Service to meet new fiscal objectives whilst maintaining service standards in a way that meets the Government's Localism agenda.

West Mercia Police has been adapting itself to the new fiscal and political context principally through its own internal 'Making the Difference' structural review and entering into a 'Strategic Alliance' with Warwickshire Police.

The 'Strategic Alliance' was formally signed off by both Police Authorities on 28 and 29 June 2011. Although strategic proposals for joint working were also agreed at the meetings, further work is required by both Forces to finalise how these will be delivered in practice. It is however expected that the 'Strategic Alliance' will enable the fiscal gap between the efficiencies identified by the 'Making the Difference' structural review and the CSR settlement to be closed.

Whilst the CSR settlement was better than expected for Hereford and Worcestershire Fire and Rescue Service, it still requires the service to engage in a full structural review to meet the challenges that have arisen. This review is still on-going (at the time of writing), but has already highlighted areas where service improvements can be delivered.

#### Identified Infrastructure Requirements to support the development strategy

The following information has been provided by West Mercia Police (WMP) and Hereford and Worcestershire Fire and Rescue Service (HWFRS) in response to consultations on the Council's development plan.

**Kidderminster** – *The capacity and capabilities of the existing principal police and fire stations in the town will require enhancement. This will not only involve expanding the physical capacity of the buildings, but also increasing associated IT infrastructure, vehicle fleet and providing the equipment required by officers and staff to deliver services to proposed developments. The specifics of this will be determined by the forthcoming Strategic Investment Assessment; though we believe it reasonable to state at this stage that developer obligations (in whatever form) will be needed as an integral part of the funding packages for both stations.*

*Consequently, WMP and HWFRS request that the stations are safeguarded for further expansion, through the inclusion of site specific allocations in either the SAPPOP or KCAAPPPOP.*

**Stourport-on-Severn** – *Discussions have been on-going with Worcestershire County Council regarding the 'Tan Lane and County Buildings' site (Policy 40 of the SAPPOP). At present, there is agreement in principle that the Library, Health Centre, Police Station and Coroners*

*Court need a new purpose-built facility to cope with current and projected demand for services. The Council should however be aware that developer contributions will be required to form an integral part of the funding package for the new facility.*

*HWFRS is content that its current fire station at the site is suitable for its needs. This position is however caveated on the assumption that the station will be upgraded to meet anticipated demands from development growth. The funding package for this will necessarily be reliant on an integral part of it being raised through developer obligations levied on planned development growth.*

**Bewdley** – *Whilst the development proposed will not necessitate an expansion of WMP’s existing station in Bewdley, there will be a need to enhance the Force’s IT infrastructure, vehicle fleet and provide the equipment required by officers and staff to deliver services to the proposed developments. HWFRS has been in discussions with the PCT regarding the redevelopment of its site in Load Street, Bewdley, however, as these discussions are at the preliminary stag, it not possible to confirm whether HWFRS will be staying at the site or moving to a new one. Either way, developer obligations will be required to help ensure that the HWFRS facility can provide services to sites expected to deliver development growth in Bewdley.*

Identified funding gap:

Identified Scheme	Responsible Body	Potential Funding Sources	Total Cost	Funding Secured	Funding Gap
Upgrade to Kidderminster Police HQ	WMP	Prudential Borrowing (some shared with HWFRS) Recycling capital receipts Developer contributions Worcestershire Capital and Asset Pathfinder Initiative	£0.5m - £1m	0	£0.5m - £1m
Replacement of Stourport-on-Severn Police Station	WMP	Prudential Borrowing (some shared with HWFRS) Recycling capital receipts Developer contributions Worcestershire Capital and Asset Pathfinder Initiative	£3m	0	£3m

### **West Midlands Ambulance Service**

Like most public services at this current time, West Midlands Ambulance Service (WMAS) is currently undergoing a transition phase. Within the Wyre Forest there is currently one ambulance station, which is located along the Stourport Road in Kidderminster. However, WMAS are due to put the station up for sale as part of a bid by the health trust to reduce costs and service downtime. The WMAS are looking to put the current station on the market but will replace the provision with three new community stations in Kidderminster and one in Stourport. This move is all part of the trust’s “make ready” initiative, which is seeking to change the current set up for ambulance stations across the area. The locations of the new community stations are not yet known.



<b>EMERGENCY SERVICES</b>	
Responsible delivery bodies	West Mercia Police (WMP) Hereford and Worcestershire Fire and Rescue Service (HWFRS) West Midlands Ambulance Service (WMAS)
Strategies, Plans and Programmes	WMAS Business Implementation Plan ' <i>Making the Difference</i> ' structural review – West Mercia Police
Existing Provision	The existing provision with the District is highlighted within the introduction of this section.
Planned Provision	The planned provision within the District is as follows: <ul style="list-style-type: none"> <li>• Upgrade to Kidderminster Police HQ</li> <li>• Replacement of Stourport-on-Severn Police Station</li> </ul>
Challenges	Potential challenges exist in terms of funding mechanisms given the cut in available public sector monies.
Opportunities	Potential opportunities to co-locate facilities have been explored
Funding	A number of funding streams for potential infrastructure investment have been highlighted in the table within the introduction to this section <ul style="list-style-type: none"> <li>• Prudential Borrowing (some shared with HWFRS)</li> <li>• Recycling capital receipts</li> <li>• Developer contributions</li> <li>• Worcestershire Capital and Asset Pathfinder Initiative</li> </ul> <p>In terms of funding for improvements at Bewdley police station, it is considered that the recent implementation of a planning permission, for the conversion of part of the station for residential use, should help to contribute to the required infrastructure improvement within this location.</p>
Risks	Whilst the CSR settlement was better than expected for Hereford and Worcestershire Fire and Rescue Service, it still requires the service to engage in a full structural review to meet the challenges that have arisen.
Summary / Role of the LDF	Supportive role for new infrastructure in line with the demands on the emergency services. Potential for developer contributions to help fund some of the shortfall identified for new emergency infrastructure.

#### **Update – West Mercia Police, Strategic Infrastructure Assessment (September 2012)**

Further information has recently been submitted to the District Council, by West Mercia Police (WMP), in the form of a Strategic Infrastructure Assessment (SIA). The SIA examines WMP's existing infrastructure in the area and the specific requirements for additional infrastructure to serve the planned growth within Wyre Forest District, including the need for:

- New estate and buildings; and

- New staff and the capital expenditure that will be required to ensure that those staff are suitably equipped to provide the required service to the planned new growth.

The SIA identifies that the total infrastructure cost of the development proposed within the Core Strategy is as follows:

Infrastructure Required	Current (net) cost for planned growth
Additional buildings and enhanced accommodation	£1,574,313
Additional Officers (set-up costs for 21no officers)	£76,482
Additional vehicles and other operational equipment	£148,070
Additional central support staff (set up costs for 11no. Support staff)	£29,722
<b>Total Infrastructure Cost</b>	<b>£1,828,587</b>

These costs are broken down into specific infrastructure requirements as follows:

Project Description	Cost
Works required at Kidderminster Police Station <ul style="list-style-type: none"> <li>- Provision of an additional 8no cells</li> <li>- Extension to station to accommodate MIU (an additional 55 officers ) 754sqm</li> <li>- Refurbishment of 11no cells in existing building</li> </ul>	£1,217,976
Stourport Replacement Police Station (within Civic Centre refurbishment as part of the Capital and Assets Pathfinder Initiative)	£122,337
Churchfields Police Post – will potentially be demolished and therefore replacement provision will be required.	£234,000
Set up costs for 21no officers (£3,642 x 21)	£76,482
Additional Vehicles – 5no motorised (£28,500 x 5 = £142,500) 2no bicycles (£2,785 x 2 = £5,570)	£148,070
Personnel set up costs – Recruitment and ICT/Furniture	£29,722
<b>Total Infrastructure Cost</b>	<b>£1,828,587</b>

Therefore, according to West Mercia Police, there is an infrastructure funding gap of £1,828,587, which would be required to be met over the lifetime of the plan.

## **EDUCATION**

Worcestershire County Council (WCC) has a statutory duty to ensure there are sufficient school places for all children of statutory school age living in Worcestershire and whose parents / carers apply for a place at a state funded school. Future housing developments will lead to an increase in the 0 – 19 year old population in the area, resulting in a demand for additional school places for all types of education (early-years to post-16 and Specialist provision.)

### **Primary Schools in Wyre Forest**

- Stourport Primary School
- Cookley Sebright Primary School
- Blakedown CE Primary School
- St Annes CE Primary School
- Bewdley Primary School
- St Bartholomew's CE Primary School
- Lickhill Primary
- St Wulstan's Catholic Primary
- Sutton Park Community Primary School
- Foley Park Community Primary School
- Comberton Primary School
- Offmore Primary School
- St Ambrose Catholic Primary School
- St Oswald's Primary School
- St Catherine's CE Primary School
- Franche Community Primary School
- Heronswood Primary School
- St John's CE Primary School
- St George's CE Primary and Nursery
- Far Forest Lea Memorial CE Primary School
- Burlish Park Primary School
- Chaddesley Corbett Endowed Primary School
- Upper Arley Primary School

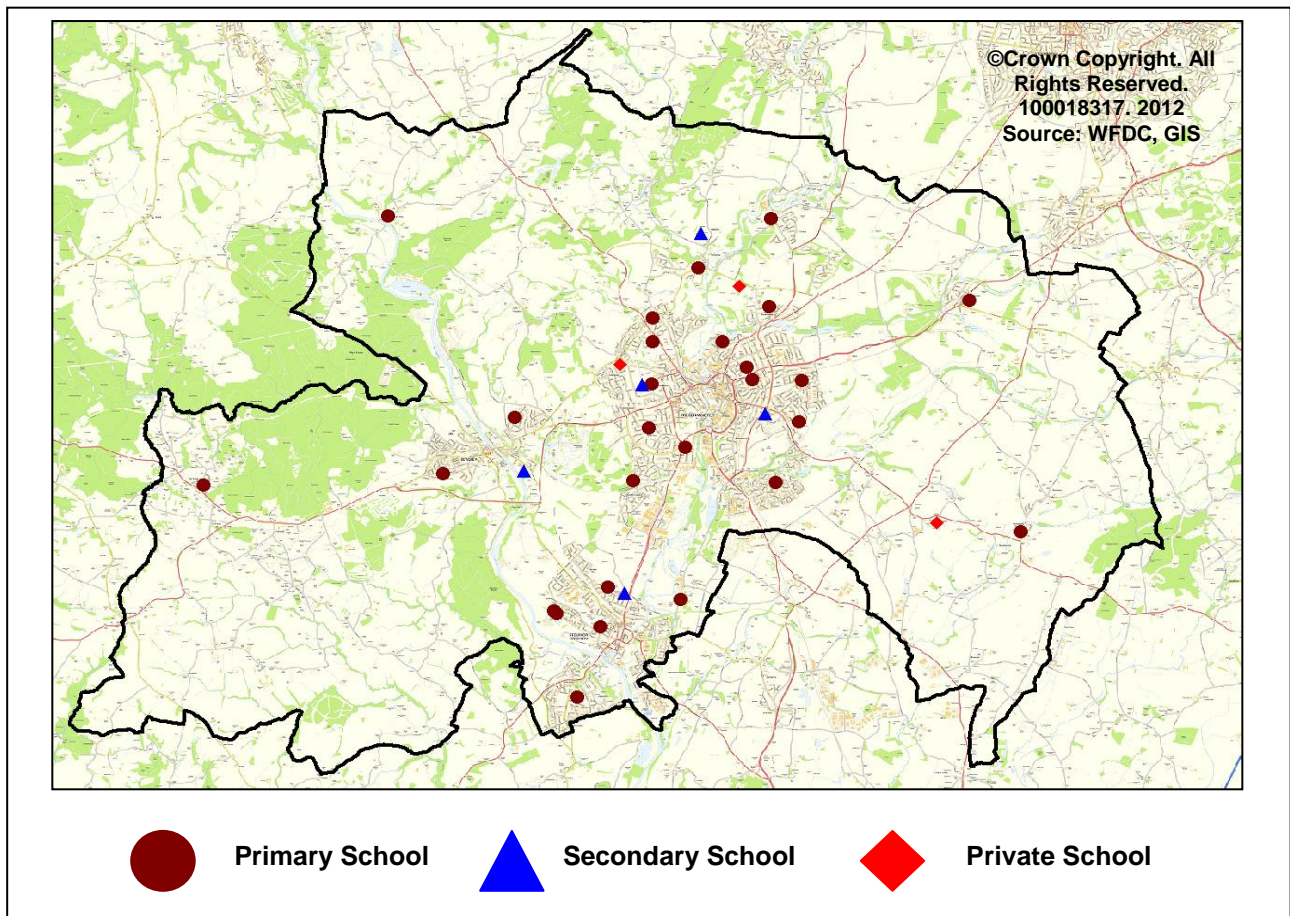
### **Secondary Schools in Wyre Forest**

- Bewdley School and Sixth Form Centre
- King Charles I School
- Forest Oak Short Stay Secondary School
- Baxter College
- Stourport High School and Sixth Form Centre
- Wolverley CE Secondary School

### **Private Schools in Wyre Forest**

- Winterfold, ages 2 – 13
- The Knoll, ages 2 – 11
- Holy Trinity, ages 3 – 18
- Heathfield, ages 4 - 16

## Map of existing School Infrastructure



### Current capacity levels (May 2012)

#### Bewdley

- Sufficient places for all in-county applications for next four years at both phases

#### Kidderminster

- Pressure on primary school places for next three years.
- A review will be completed into changes required for September 2014
- Free School application for September 2013
- Sufficient spare places at secondary level for next few years. Higher numbers will feed through in time.

#### Stourport-on-Severn

- Sufficient places for in-area applications for next four years
- Fluctuating demand for reception places.

As can be seen by the above information, the capacity within Wyre Forest in terms of education is currently good. However, it will be important to ensure that there are sufficient spaces to meet the identified need arising from development proposals.

<b>PRIMARY AND SECONDARY SCHOOLS</b>	
Responsible delivery bodies	Worcestershire County Council
Strategies, Plans and Programmes	Planning Obligations SPD Potential for Community Infrastructure Levy funding
Existing Provision	Identified by the above map.
Planned Provision	<p>Comments provided by Worcestershire County Council Education Service:</p> <p>“No plans to create any new mainstream schools in the Wyre Forest District. A number of schools are having or have had building works as part of the reorganisation including some complete rebuilds and in addition the County are creating a new all-through special school to replace the two existing schools serving the Wyre Forest.</p> <p>With the levels of housing growth proposed it is unlikely that significant expansion of existing schools would be required unless that growth was concentrated in a particular geographical area. If this was the case then some expansion of local schools may be required.</p> <p>WCC has estimated that £5.28 million is required for increased primary capacity in Wyre Forest District and £5.70 million for increased secondary capacity.”</p>
Challenges	<p>WCC has experienced a growth in pupils entering reception in recent intakes with demand for places particularly high in the east of Kidderminster. Latest forecasts predict this will continue for September 2011 and 2012 but it is not clear if this will continue as a future trend beyond this.</p> <p>General population projections show a decrease in pre-school age children in Wyre Forest over the plan period so this may only be a bulge which will move through the system.</p> <p>Predicting a decrease in numbers entering the secondary schools for the next few years until the higher primary numbers work their way through.</p>
Opportunities	Potential opportunities to consider remodelling of assets and combining services
Funding	<p>Worcestershire County Council - There is some planned investment to come from the County's capital programme but this will inevitably mean the scaling back and/or re-scheduling of projects.</p> <p>Wyre Forest District Council has adopted an SPD on planning obligations which includes contributions for education facilities and the County Council will be requesting that this policy, or any successor policy which</p>

	<p>may be adopted, is applied to housing developments as and when they come forward.</p> <p>Community Infrastructure Levy – WCC would prefer to receive contributions for increased school places via CIL as this would allow flexibility in targeting funds effectively to meet needs.</p> <p>Identified potential funding gap:  Primary - £5.28 million  Secondary - £5.70 million</p>
Risks	<p>High due to Building schools for the future funding being stopped by the coalition government. With the current financial constraints on both central and local government spending it is unlikely that there will be substantial funding available for capital projects in the near future. The national Building Schools for the Future programme was intended to replace all secondary school buildings and the County Council had identified the Wyre Forest secondary schools as top priority under this scheme.</p> <p>Until recently it could be assumed that traditional funding sources could provide around 50% of the costs of education provision, but this economic picture is changing. It is likely that local authority resources will only be able to meet a reduced proportion of overall costs going forward.</p> <p>Schools funding and governance is likely to change dramatically over the next 5+ years with many schools moving out of Local Authority control and funding. The impact this will have on education provision, particularly in relation to new development, remains unclear.</p>
Summary / Role of the LDF	<p>To ensure that flexible policies are in place to allow expansion of existing facilities once funding is secured. The LDF will need to protect educational establishments for their future purpose whilst recognising that sites that are no longer required could contribute to the regeneration of the area.</p> <p>Furthermore, the continued inclusion of developer contributions for educational use should ensure that the identified shortfalls in funding requirements would be met.</p>

### **Further / Higher Education**

The further education sector within the District is undergoing a transformation. Historically, the main provider for higher education was Kidderminster College.

More recently two other higher education providers have begun to invest within the District, in the form of Stourbridge College and Birmingham Metropolitan College. These are discussed in turn below.

## **Birmingham Metropolitan College**

Birmingham Metropolitan College has made a £10million investment in a new Academy, which opened in the Piano Building, Weavers Wharf Kidderminster in September 2012.

The new skills and entrepreneurial Academy is a partnership between Birmingham Metropolitan College and Kidderminster College to provide education and training for up to 1,000 16 – 18 year olds and adult learners so they can progress into further / higher education and employment.

The courses will provide a broad choice of skills / qualification and employment directed provision, which is very much in line with Local Enterprise Partnership Priorities for an employer-led skills approach to education and training. The aim of the Academy is to encourage local jobs growth.

Brintons built the four storey Piano Building in 1867 as a textile mill warehouse. Its name derives from its shape, which resembles a grand piano. The new facilities will include the following:

- Fashion studios
- Online TV and radio broadcast studio
- Motion capture studio
- 3D scanning and printing facilities
- State of the are work spaces for food and food technologies
- Retail space and restaurant which will be open to the public
- Construction workshops and innovative spaces for learning

The college are working in partnership with global businesses (Caterpillar, BCP, BDR, Thermea, Baxi and Samsung), and the training programmes will support local businesses to meet skills shortages in high growth sectors regionally and nationally. The Academy is seeking to work with regional employers to build effective partnerships and provide opportunities for learners to gain the appropriate skills, which employers are looking for when recruiting new staff.

(Information courtesy of [www.kidderminster2012.co.uk](http://www.kidderminster2012.co.uk))

## **Stourbridge College**

Stourbridge College have recently acquired a piece of land to the south of Kidderminster with the aspiration to turn the area into a centre of sporting excellence. The site is already used by Kidderminster Harriers and the college also runs football and hospitality academies with the football club. The College are seeking to create a new golf academy and are looking to adapt the ground's facilities for teaching students with learning difficulties and disabilities. Plans for the ground also include a new classroom and IT areas, a new kitchen and updated changing rooms and showers. The centre of excellence will offer sports courses including football for girls and boys, rugby, boxing, golf, equine and multi sports.

<b>FURTHER/HIGHER EDUCATION</b>	
Responsible delivery bodies	Higher Education Providers – Kidderminster College / Birmingham Metropolitan College / Stourbridge College
Strategies, Plans and Programmes	All of the higher education providers have their own business plans which provide the detail on their proposed investment.
Existing Provision	Kidderminster College is a successful educational institution and plays an important role in vocational learning.
Planned Provision	Ongoing expansion work in the centre of Kidderminster with a joint venture between Kidderminster College and Birmingham Metropolitan College. As identified above Extension of Stourbridge College facilities, in connection with Kidderminster Harriers Football Club – increasing ties and links with the District
Challenges	To continue to meet the needs of the District’s businesses through targeted learning at the various facilities
Opportunities	Further expansion work in relation to the sites mentioned above
Funding	All of the current investment is being funded by the education providers – unlikely to require additional funding as a result of future development.
Risks	Generally risk averse, as funding and delivery is already in place and implementation of schemes is occurring.
Summary / Role of the LDF	To ensure that supportive policies are in place to allow expansion of further education facilities, where identified. The Development Plan will need to protect educational establishments for their future purpose whilst recognising that sites that are no longer required could contribute to the regeneration of the area.

### **Special Education Needs**

A new facility is being developed to help meet the special education needs of the District. This new facility will ensure that the infrastructure is available to meet the specialist education needs of the residents of the District. The combining of schools onto one site means that the current sites are available for investment. The Blakebrook school site has been recognised in the Site Allocation and Policies DPD as being a site that could come forward for residential development, following its closure.

Timetable for implementation of the new special education school:

Date	Action
31 <sup>st</sup> August 2011	Blakebrook and Stourminster close
1 <sup>st</sup> September 2011	Wyre Forest School officially opens
May 2012	Planning permission for new Habberley learning Village
July 2012	Start on site for new accommodation
1 <sup>st</sup> September 2013	Weekly boarding provision opens on Habberley Campus
August 2014	Wyre Forest School transfer to new accommodation on Habberley Learning Village
September 2014	Pupils start in new accommodation



## LEISURE SERVICES

### Built Leisure

The District currently has three leisure centres, one in each of the three towns. They are as follows:

#### Wyre Forest Glades, Kidderminster

Facilities include:

- A large multi purpose sports hall
- Leisure pool
- Gym
- Bar and catering
- Crèche
- Squash courts
- Studio
- Meeting room

#### Stourport Sports Centre, Stourport-on-Severn

Facilities include:

- Sports Hall
- Traditional swimming pool
- Gym

#### Bewdley Leisure Centre

Facilities include:

- Small sports hall
- Football / Cricket / Rugby pitches

A review of built leisure provision is currently underway within the District, with a decision being made by the District Council to build a new centre for the District. The plan is for a new leisure centre with a sports hall (6 badminton court size), a 25 metre swimming pool with separate learner pool, a fitness suits and five a side pitches. The new centre will cost approximately £10.1 million and it is estimated that a new centre will cost the Council £7.5 million less over the next 30 years than maintaining the existing facilities. At this stage, the Council are currently negotiating on a potential new site for the development. It is planned that the new centre will be open to the public by April 2015, although this is dependent on securing a suitable site. When the new leisure centre is built it will mean the closure of the Wyre Forest Glades. The Council are currently investigating the potential for an asset transfer for Stourport Sports Centre, although nothing has been successful to date. The Council are also looking to transfer the management of Bewdley Leisure Centre and playing fields and negotiate a withdrawal from the current dual use agreement.

### Playing Pitch Strategy

A Playing Pitch Strategy was completed for Wyre Forest District in March 2012. The assessment forecasts future supply-demand for the period up to 2026 using the current housing proposals for the District, the Office of National Statistics' population forecasts, and the expected growth in each sport over the period.

The main findings from the study were as follows:

- A general lack of grass pitch space in Kidderminster and to a slightly lesser extent in Stourport
- There is only a slow growth in the population up to 2026, and overall the population will age
- The number of people aged between 6 and 55 years, considered to be the “active age group” will fall by around 4000 people or about 7% over the period between 2011 and 2026
- This in part counter-balance the expected growth in the participation rates for the pitch based sports of 1% per annum for football, cricket and hockey, and 2% per annum for rugby
- There will be effectively little change in the total demand for pitch space up to 2026
- Where there is an imbalance in supply-demand within an area, this will remain unchanged up to 2026
- There is a general move towards fewer, larger clubs for football and cricket. This will require fewer but larger multi-pitch sites.

Investment Priorities – as identified by the Playing Pitch Strategy

Sport	Priority	Estimated Cost <sup>1</sup>
Football	Develop new mini and other pitches to reduce need to play on adult pitches, including at Bewdley	£25,000 per mini pitch
Football	Reintroduce pitches (1 senior and 1 junior) at Spennells Sports Field and improve changing facilities	£75,000 <sup>2</sup> for pitches £250,000 – 575,000 for new 2-4 team changing facilities
Football	Improve the Stourport Swifts’ Stadia	£tbc
Football and Cricket	Provide replacement for lost pitches at former Sladen Middle School – 2 junior football and one cricket pitch	£80,000
Football and Cricket	Improve changing facilities at Areley Kings, Mostyn Rangers, Brown Westhead Park and Wilden	£575,000 per four team changing facility
Cricket	New pitch and changing facilities at Stourport Cricket Club	£200,000 for pitch £250,000 for 2 team changing facility
Cricket	New multi-pitch sites in Bewdley, Stourport and Kidderminster if opportunities arise	£200,000 per pitch £250,000 for 2 team changing facility
Cricket	Pavilion improvement at Bewdley	£tbc
Rugby	Develop junior pitches and 6 team changing facility with clubhouse at Stourport Rugby Club (share with Cricket Club)	£115,000 per pitch (senior size) £825,000 for 6 team changing and clubhouse

<sup>1</sup> Costs (unless stated) are taken from Sport England’s Planning Kitbag – facilities costs – 2<sup>nd</sup> Quarter 2011. See [www.sportengland.com](http://www.sportengland.com) for full details

<sup>2</sup> Costs from Sport England Protecting Playing Fields Programme (March 2012)

Rugby	1-2 additional pitches at Kidderminster Carolians Or Improved drainage and floodlighting	£115,000 – 230,000  £57,500 per pitch £55,000 <sup>3</sup> per pitch
Rugby	Floodlights to one pitch and 2 additional changing rooms at Chaddesley Corbett	£60,000 for floodlighting £250,000 for 2 team changing facility
Rugby	Develop additional pitches where possible	£115,000 per pitch
AGP Baxter College: Football	Develop full size floodlit AGP at Baxter College suitable for football, ideally with some additional community changing	£500,000 <sup>4</sup>
AGP: King Charles I: Football	Re-carpet AGP at King Charles I School, renew floodlighting and fencing	£240,000
AGPs Stourport: Hockey	Re-carpet the two existing AGPs and develop a new sand filled pitch at Stourport Sports Club	£240,000 <sup>5</sup> per pitch for re-carpet £640,000 for the new pitch

**Update with regard to investment in sports facilities:**

**Areley Kings Changing Rooms**

Planning permission has been granted to develop a new changing facility comprising of a total of 260.9 m<sup>2</sup> of floorspace. The new building is currently being constructed and will include 4 changing rooms together with two officials' rooms to enable the two full sized pitches to be used at the same time, a hospitality room including a kitchen, toilets and a boiler room. This facility will therefore account for one of the priorities identified by the Playing Pitch Strategy. The new changing facility is currently under construction.

**Bewdley Cricket Club Pavilion**

A grant of £44,000 was received from Sport England via the 'Inspired Facilities' funding to help to refurbish the existing pavilion. This has enabled the club to:

- Install new double glazed windows and doors throughout the Pavilion
- Refurbish men's and women's toilets
- Refurbish existing changing rooms
- Re-pave outside patio area
- Rebuild and refurbish the bar area
- Provide new carpets and flooring within the pavilion

<sup>3</sup> Cost estimate from Sport England Inspired Facilities Programme, Outdoor Sports Lighting (March 2012)

<sup>4</sup> Cost estimate provided by King Charles I School and based on quotations from contractors

<sup>5</sup> Cost estimate from Sport England inspired facilities programme, Upgrading or improving existing Outdoor Surfaces, (March, 2012)

### **AGP: King Charles I School: Football**

Planning permission has been granted for the upgrade of the existing artificial sports surface at King Charles to include:

- New surface
- Floodlighting
- Fencing

The new surface will help to provide an improved football facility in this location and would meet one of the priorities identified in the Playing Pitch Strategy. The school are working in partnership with the Football Foundation on a match funded bid in order to bring forward the development. It is envisaged that the bid will be successful and that the new football specific 'rubber crumb' pitch will be installed by September 2012. Successful implementation of the scheme would provide the first football specific surface in the area.

### **AGP: Stourport Hockey - New Hockey Pitch Provision**

Planning permission has been granted for a new all weather Hockey Pitch to be developed at Stourport Sports Club. This will be funded in part by Section 106 obligations to the sum of £300,000. The need for the facility has been highlighted by the Playing Pitch Strategy and the project will provide a high quality England Hockey Category 1 surface which is otherwise inaccessible across Worcestershire and Herefordshire. The high level surface is required to meet the continued development of hockey in the area.

In addition to the schemes highlighted above the District Council is in continual dialogue with Stourport Rugby and Cricket Clubs regarding the potential provision of a new club house. A number of discussions have taken place involving the club, the District Council, the RFU and the Environment Agency. It is hoped that through this discussion a mutually beneficial solution can be found to the current situation.

### **Funding Mechanisms**

The Playing Pitch Strategy identified the following with regard to funding sources:

*"Funding sources and programmes vary significantly over time, and there is limited benefit in exploring in detail all of the funds available at this point. As each facility is considered, a variety of options for funding will need to be explored by the authority and the potential developers of each project. These might include:*

- *Mixed development – perhaps delivering community sports facilities as part of a wider regeneration scheme;*
- *Developer contributions – through S.106, and/or Community Infrastructure Levy (CIL) and Programme of Development (POD) process, by locking the strategy into planning policy;*
- *Partnership delivery and joint funding – by working with key partners such as Primary Care Trust (or their successors);*
- *Partnership funding – with major sports clubs and their National Governing Bodies of Sport (NGBs), with National Sports Foundation, with Football Foundation and others;*

- *Government funding: for health, sport and Green Infrastructure as well as area regeneration;*
- *Communities England housing funds; and*
- *Local Authority Regeneration funds.”*

It is anticipated that a number of these streams will be used to help implement some of the priorities identified in the Playing Pitch Strategy.

<b>Leisure Services</b>	
Responsible delivery bodies	WFDC Private sport clubs / organisations Sport England
Strategies, Plans and Programmes	WFDC Playing Pitch Strategy Open Space and Recreation Audit
Existing Provision	There are three main built leisure centres in the District: <ul style="list-style-type: none"> <li>• Wyre Forest Glades, Kidderminster</li> <li>• Stourport Sports Centre, Stourport-on-Severn</li> <li>• Bewdley Leisure Centre</li> </ul> <p>There are also a wide variety of sports pitches, recreation areas as identified within the evidence base documents.</p>
Planned Provision	A number of changes are proposed to the existing provision and these are indicated in detail above.
Challenges	Potential reduction in funding streams
Opportunities	A number of opportunities have already arisen to improve the sport and leisure offer within the District – as identified above. It is considered that further opportunities will arise over the course of the plan period, as and when funding becomes available. <p>There exists an opportunity to build on the Olympic legacy and take advantage of the funding streams that are being made available through various agencies.</p>
Funding	A number of potential funding streams have been identified above to bring forward improved sports and leisure facilities.
Risks	Time to implement new developments, availability of funding. Concern about viability of including new facilities through Developer Contributions.
Summary / Role of the LDF	The LDF will support this sector by seeking to maintain the role of existing leisure premises and providing the opportunities to develop new ones to cater for future demand.

## CULTURAL SERVICES

### Libraries

There are currently three county-run libraries within the District, one in each of the town's of Kidderminster, Stourport-on-Severn and Bewdley.

Under the Public Libraries and Museums Act 1964, the County Council has a legal duty to provide a comprehensive and efficient library service to Worcestershire residents (and full-time students and workers within the county) wishing to make use of it

This is a period of great change for the Library Service in Worcestershire. The gross library budget for Worcestershire is being reduced by £1.8million (28%) and each of the libraries are to be assessed individually over a 3 year period to identify where potential savings may arise from.

In May 2011 the County Council's Cabinet confirmed their commitment to avoid closing libraries wherever possible and to work with local communities to find affordable and sustainable ways of retaining local Libraries and Learning services at the centre of a community.

Each library has been tested against four potential outcomes. These are:

1. That an existing library in the future would be a catalyst and gateway to other public agencies and voluntary services, that was where other services were integrated and located into an existing library;
2. That an existing library was integrated into services delivered and run by or with other public, voluntary and private sector partners;
3. That an existing library alongside other services were run in partnership or wholly by the local community;
4. That the current library provision was replaced. It could be replaced by a community approach including greater use of technology e.g. e-books, using mobile services, the introduction of new community library collection points based in other local public or private buildings and/or the use of other community libraries.

The current situation with regard to the three libraries within the District is as follows:

Location	Key Issues
Bewdley	Opportunity to re-define service and to relocate and integrate with other local services e.g. Police/Health and District Council Hub. Also scope to involve local community in delivery of service. Subject to consultation.
Kidderminster	Hub Library. Discussions are ongoing as to the potential to include other uses within the building, although a recent planning application which sought to change the use of the first floor of the library to office use was withdrawn.
Stourport-on-Severn	Building in poor condition. Is part of major town centre review (Stourport forward). Opportunity to relocate and integrate with other local services. Opportunity for local community for greater role in delivery. Subject to local consultation.

## **Consultation on the future of Stourport-on-Severn Library**

A public consultation into the future of Stourport-on-Severn library has recently been launched by Worcestershire County Council. The consultation period will run from Monday 20<sup>th</sup> August to Friday 9<sup>th</sup> November 2012. Worcestershire County Council have identified that the existing Stourport library in County Buildings is located in a building that is in a poor state of repair and on the edge of the town. It is proposed that the library, along with all existing services will move from the County Buildings and are located within the refurbished Civic Centre along with other organisations, creating a multi-use community venue. Early discussions are ongoing and could include Stourport Town Council, a Civic Theatre Hall managed by the Civic Group, Stourport Hub, Worcestershire Coroners Court, West Mercia Police, Support Guidance Skills and Job Centre Plus.

Stourport Town Council working with, Stourport Forward and The Civic Theatre Group and supported by, Wyre Forest District Council and Worcestershire County Council propose to develop the Civic Centre by bringing together a broad range of services under one roof, creating a multi-use community venue.

The Civic Centre development could offer the opportunity to re-locate the library into a new purpose built facility integrated with other council and community services and Worcestershire County Council have identified that the redevelopment would allow the following benefits to occur:

- Access to a broader range of services under one roof, including Stourport Hub, Job Centre Plus, Support Guidance and Skills, West Mercia Police, Worcestershire Coroners Court, Stourport Town Council and Civic Theatre;
- Space for adult learning;
- Space for children's activities;
- Meeting space for local people and groups;
- Increased capacity for Internet access and WiFi;
- A flexible and welcoming community meeting space;
- Public toilets including baby change facilities and disable toilets;
- Disable access and parking facilities;
- Plasma screens;
- Buggy park;
- Closer to the town centre;
- Exhibition space;
- Places to sit, read and study; and
- Access to an adjoining community theatre.

Worcestershire County Council will use the results of the consultation to help inform the final decision.

## **Kidderminster Library - Consultation**

The County Council are considering ways in which Kidderminster Library could maybe be used to help efficiency savings. The County are currently proposing to move staff from Elgar House (another building currently used by the County) to save £206,000 per annum. As part of this move the County have indicated that they have looked at all possible options for re-locating staff with the only viable option being Kidderminster Library. The proposals would

therefore see the library space reconfigured, allowing office space to be created. No decision on proposed changes at Kidderminster Library has currently been reached.

### **Bewdley Library**

Plans for potential changes to Bewdley library have not been made available yet but the Site Allocations and Policies DPD does provide a site specific policy that encourages the redevelopment of the area of land where the library is located – but with the view to retaining the service. More detail will be included in this section as plans progress.

### **Museums**

Bewdley Museum - The museum illustrates the growth and trades of the town as well as the crafts of the surrounding Wyre Forest area through indoor and outdoor displays and workshops.

Kidderminster Railway Museum - The Kidderminster Railway Museum houses a vast range of railway artefacts, most of which date back to the days of steam travel. The museum was first opened in 1990 by a group of volunteers from the Severn Valley Railway. ([www.krm.org.uk](http://www.krm.org.uk))

Museum of Carpets - A new museum is currently in the process of being developed within Kidderminster. The museum of carpets will be located along Green Street following the refurbishment of the Stour Vale Mill. Work started on the interior conversion in September 2011 and was completed in March 2012. The library will include an archives centre and is due to officially open on Friday 19<sup>th</sup> October. ([www.carpetmuseum.co.uk](http://www.carpetmuseum.co.uk))

<b>CULTURAL SERVICES</b>	
Responsible delivery bodies	Wyre Forest District Council Worcestershire County Council Private Companies
Strategies, Plans and Programmes	Various
Existing Provision	As identified above: <ul style="list-style-type: none"> <li>• Kidderminster Library</li> <li>• Stourport-on-Severn Library</li> <li>• Bewdley Library</li>   <li>• Kidderminster Railway Museum</li> <li>• Bewdley Museum</li> </ul>
Planned Provision	Museum of Carpets due to open in Kidderminster in October 2012
Challenges	Continuing to provide cultural services on a reduced budget.
Opportunities	Potential opportunities are currently being explored by the County Council to co-locate facilities in order to retain service provision and to



	save money.
Funding	A number of projects have been funded by lottery grant money. Other funding is currently being cut, especially in relation to the County Council run library service.
Risks	Risks associated with the reduction in funding with the gross library budget for Worcestershire being reduced by £1.8million (28%)
Summary / Role of the LDF	The LDF has a role in providing policies that will ensure that cultural services meet the needs of the community. Policies are included that seek to protect and enhance such facilities and where appropriate supports the provision of new infrastructure.

## COMMUNITY FACILITIES

The provision of community facilities is essential to the quality of life of local residents. 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.

Policy CP07 of the Adopted Core Strategy provides strong support for the retention of existing community facilities including post offices and public houses, as well as support for improvements or enhancements. The conversion of any safeguarded community facilities to other use classes will need to be fully justified in terms of their viability and value to the local community. As such, the District Council will require any application involving the loss of a community facility to be supported by strong evidence that the facility is no longer viable or required to meet local needs.

<b>COMMUNITY FACILITIES</b>	
Responsible delivery bodies	Various – but includes Wyre Forest District Council, Worcestershire County Council, Wyre Forest Community Housing and various volunteer organisations and community groups
Strategies, Plans and Programmes	Various – linked to the above organisations
Existing Provision	There is a wide provision of types of facilities located throughout the District. More information on existing assets can be seen in the District Councils Community Facilities Audit – August 2009 (updated 2012)
Planned Provision	Mostly unknown, although a new facility is planned for the Stourport Civic Centre, and this is reflected in the emerging Site Allocations and Policies DPD through Policy STC.3: Civic Centre.
Challenges	The planning system can only influence decisions in terms of land use and protection of community assets. However, if a facility seeks operating then there is little influence the planning system can have.
Opportunities	Potential opportunities to provide refurbished or new community facilities as part of development occurring within the District, for example in Churchfields.
Funding	Various
Risks	Community facilities are becoming increasingly under threat of closure due to the age of a number of the buildings and the rising costs of maintenance and servicing.
Summary / Role of the LDF	As identified in the introduction to this section, the Development Plan seeks to provide a supportive and protective approach to existing community facilities. The following policy is included in the emerging Site Allocations and Policies DPD:  <b>Policy SAL.DPL11: Community Facilities</b>  The Council will resist the loss of community services and facilities within

	<p>the District, as safeguarded on the Proposals Map unless clear evidence is provided to demonstrate the following:</p> <ul style="list-style-type: none"><li>• that it would not be economically viable to retain the site/buildings for a community use and that it has been effectively marketed for a minimum 12 month period; and</li><li>• that the community facility could not be provided by an alternative occupier or the local community; or</li><li>• that suitable alternative provision can be provided in an appropriate location.</li></ul>
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# GREEN INFRASTRUCTURE

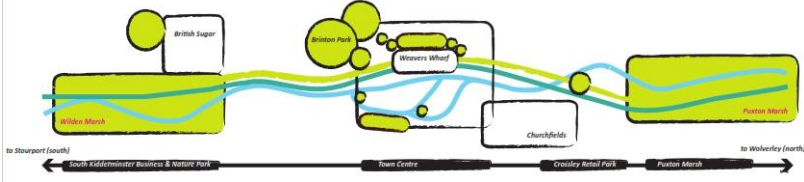
Green Infrastructure can be defined as:

“The network of green spaces and natural elements that intersperse and connect our cities, towns and villages. It is the open spaces, waterways, gardens, woodlands, green corridors, wildlife habitats, street trees, natural heritage and open countryside. Green Infrastructure provides multiple benefits for the economy, the environment and people.”  
(Natural England, Green Growth for Green Communities)

The District Council has produced a Green Infrastructure Strategy which includes further detail on the infrastructure proposals. However, this section provides a breakdown on what is included within the Strategy.

<b>GREEN INFRASTRUCTURE</b>	
Responsible delivery bodies	Natural England GI Sub Regional Partnership Sport England British Waterways Worcestershire Wildlife Trust Wyre Forest District Council Worcestershire County Council – and County wide Green Infrastructure Group
Strategies, Plans and Programmes	<ul style="list-style-type: none"> <li>- Inland Waterways, Policy Advice note (July 2009), Town and Country Planning Associate with British Waterways</li> <li>- Natural England – The State of the Natural Environment (2008)</li> <li>- Natural England – Natural Assets</li> <li>- England’s Historic Waterways: A Working Heritage (2009) British Waterways with English Heritage</li> <li>- Government Strategy for the Inland Waterways of England and Wales – Waterways for Everyone , Defra</li> <li>- Wyre Forest District Council Core Strategy</li> <li>- Wyre Forest District Council Design SPG</li> <li>- Green Infrastructure Study (Jan 2010)</li> <li>- Green Infrastructure Strategy (October 2012)</li> </ul>
Existing Provision	<p>Environmental Character Areas have been identified for the county which are determined by the quality of existing assets:</p> <ul style="list-style-type: none"> <li>- Biodiversity</li> <li>- Landscape</li> <li>- Historic Environment</li> </ul> <p>Using these, a map of green infrastructure character areas in the County has been developed which identify appropriate green infrastructure actions and the overarching approach to green infrastructure delivery. Areas relevant to the Wyre Forest District include:</p> <ul style="list-style-type: none"> <li>- Teme Valley and Wyre Forest</li> <li>- Severn Valley North</li> <li>- Bewdley Fringe</li> </ul>

	<p>- Birchen Coppice</p> <p>The Green Infrastructure Study provides a clear picture of the existing provision within the District and should be referred to for further detail.</p>
Planned Provision	<p>The Worcestershire Green Infrastructure sub-regional partnership has developed a site based approach to the inclusion of GI into development opportunities through concept planning for the development based on evidence from the natural environment including blue infrastructure, biodiversity, landscape, historic environment and access and recreation.</p> <p>Sub regional recreational assets will: Support existing demand and alleviate pressure on existing sites which are at carrying capacity, provide additional facilities in response to increasing demand for recreational facilities, provide additional facilities to cater for predicted growth in demand, provide increased choice and reduce the need to travel to recreational facilities.</p> <p>The focus for Green Infrastructure within the District is, however, centred around the following priority areas:</p> <ul style="list-style-type: none"> <li>• The Rivers Severn and Stour and the associated wetlands</li> <li>• The Staffordshire and Worcestershire Canal</li> <li>• The District's heathlands and grasslands</li> <li>• The Wyre Forest and associated areas of high landscape and biodiversity value</li> </ul> <p>The Districts waterways have the potential to link existing green infrastructure assets and provide for habitat connectivity. The waterways link the urban areas to the open countryside beyond and collectively they form an important multi-functional green infrastructure asset.</p> <p>The District's has some of the most important and distinctive acid / lowland heath communities within the County. New development should contribute to the continued protection and enhancement of these types of communities wherever possible.</p> <p>The Wyre Forest itself is one of the largest remaining ancient woodlands in Britain. It provides a recreational use as well as being home to many habitats and species. Part of the Forest is designated as a SSSI and a further area is designated as an NNR.</p>
Challenges	<p>The challenges identified in the strategy refer to the 'greening' of the urban corridors. This is because the District has a wide variety of Green Infrastructure in the outlying areas of the towns and the challenge is to bring nature into the heart of the towns, especially in Kidderminster.</p>
Opportunities	<p>There are opportunities to significantly 'green' the current urban environment and also to extend the existing green infrastructure into the town centres.</p>

	 <p>Brownfield regeneration opportunities provide the opportunity to create new Green Infrastructure provision to complement and link with the existing provision in and around the towns centre particularly Kidderminster.</p> <p>It should be noted that brownfield sites may have some significant biodiversity value. Therefore vital that sufficient new urban greenspace is created within new developments to strengthen and enhance the existing green infrastructure network and draw in these benefits into new developments.</p> <p>The District has a network of Public Rights of Way and Cycling routes which can be used as recreational routes and as sustainable transport connections.</p> <p>The River Stour presents an opportunity within Kidderminster Town Centre to provide green infrastructure improvements by developing the river into a 'Green Corridor' through the town. Large sections of river Stour still remains culverted through parts of Kidderminster however recent developments have opened up the river waterway. The continued regeneration of Kidderminster presents the opportunity to re-open stretches of the River Stour to act as an attractive feature which surrounding buildings could relate to in their design.</p> <p>Further Green Infrastructure opportunities are included in the District's Green Infrastructure Strategy.</p>
<p>Funding</p>	<p>Private Sector Grants including National Lottery, EU. Local and Central Government Developer Contributions CIL</p> <p>Costs are derived from Worcestershire Green Infrastructure Report, 2012 at &gt;£7,000 per hectare for sub regional assets along with £1250 – 2,500 per hectare for management costs and for Local GI assets at £7,000 per hectare along with £600-700 per hectare for management costs.</p>
<p>Risks</p>	<p>There are potential risks to the implementation of new Green Infrastructure assets within the District, these include:</p> <ul style="list-style-type: none"> <li>• Funding</li> <li>• Maintenance</li> </ul>

<p>Summary / Role of the LDF</p>	<p>The Core Strategy recognises the importance of a green infrastructure network.</p> <p>The principles of green infrastructure should be integrated elsewhere into the Development Plan to help achieve sustainable communities. Strategically significant potential routes and sites for green infrastructure should be safeguarded, where appropriate, within the LDF and development should make a significant contribution to the continuation and establishment of new green infrastructure. The design of green infrastructure should also help create a distinctive sense of place.</p> <p>It is proposed through the Core Strategy that developers will be required to contribute towards the provision of open space, sport and recreation facilities and provide facilities on larger development sites. We will continue to seek opportunities through allocations documents to allocate sites for provision where particular deficiencies have been identified.</p>
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## **Infrastructure Schedule**

### **Key Infrastructure Requirements – Implementation Plan**

The implementation plan that follows in this section is an important part of the IDP. Using the information collected in the previous sections this schedule brings together the detail on the individual items of infrastructure that are required to come forward to meet the objectives of the development plan. The schedule helps to identify the costs and risks associated with the infrastructure requirements of the plan.

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## Transport

Transport will play a key role in contributing to the future economic and social wellbeing of the District. The items of infrastructure identified in the table relate to the key strategic transport links that are required within the District. The problems of road congestion and poor accessibility cannot be wholly solved by delivering major road construction and other high cost capital projects, even if the financial resources were available. There is a need to deliver major schemes in tandem with smaller 'softer' measures, such as providing better public transport services. This will complement any major schemes and help to alleviate some of the problems on the local road network.

Transport								
Scheme	Delivery Agency	Main source of information	Potential timescale for delivery	Value	Source of Funding	Committed	Risk & Contingency	Planning policy
Hoo Brook Link Road	WCC / Private Developers	LTP3 Landowners Public Bodies	2011 - 2021	£20 million	Combination of Major Scheme Funding (Central Government), Local Sustainable Transport Fund (Central Government), Regional Growth Fund, Private sector (S106, S278 etc.), LTP3, LEP.CIL/NHB	LEP – Growing Places Fund: Total of £2.5million (£1.25 million from each LEP)	Reduction of Public sector funding	Forms an integral part of the Adopted Core Strategy (Policy CP03) and the emerging Site Allocations and Policies DPD (Policy SAL.SK2). Site has received outline planning permission for the first phase, including elements of the link road.
Churchfields Transport Requirements and AQMA	WFDC / WCC / Private Developers	Churchfields Masterplan (SPD)	2016 -2021	£4.2 million	Private Sector (S106, S278), CIL, Tax Increment Funding	None	Reduction of Public sector funding	Forms an integral part of the Adopted Core Strategy (Policy CP03) and the emerging Kidderminster Central Area Action

								Plan DPD (Policies KCA.Ch1 and KCA.Ch5) Plus the adopted Churchfields Masterplan SPD
Stourport Relief Road	WCC	WCC	2021-2026	£75 million	DFT Implementation of elements of the road through development (e.g. Parsons Chain) NHB CIL	None	Reduction of Public sector funding	Forms an integral part of the Adopted Core Strategy (Policy CP03)
Kidderminster Interchange	WCC / Network Rail / London Midland / WFDC / Severn Valley Railway	WCC		£3.6 million	£75,000 S106 funding DfT CIL LTP Funding	S.106 contributions	Reduction of Public Sector Funding	Kidderminster Interchange: Planning consent in place Detailed design completed Ready to proceed subject to funding

## Education

Education								
Scheme	Delivery Agency	Main source of information	Potential timescale for delivery	Value	Source of Funding	Committed	Risk & Contingency	Planning policy
Increased capacity at Primary and Secondary Schools	WCC	WCC	Increased capacity will be dependent on location of development and timescales of implementation	Primary £5.28 million  Secondary £5.70 million	WCC CIL or S106 Contributions	A maximum of £5.49 million – meaning the same will be required from other sources	Reduced funding grants	Adopted SPD that requires contributions from development towards education provision.
New Special Education School	WCC	WCC	September 2014		Already Secured and being developed	All	None	N/a
The Academy at Kidderminster	Kidderminster College and Birmingham Metropolitan College	Kidderminster College and Birmingham Metropolitan College	Work underway – due to open September 2012	£10million	Already Secured and being developed	All	None	N/a

## Emergency Services

Emergency Services								
Scheme	Delivery Agency	Main source of information	Potential timescale for delivery	Value	Source of Funding	Committed	Risk & Contingency	Planning policy
Upgrade to Kidderminster Police Station	WMP	WMP – Strategic Infrastructure Assessment	2012 - 2026	£1.22 million	Prudential Borrowing Recycling capital receipts Developer contributions Worcestershire Capital and Asset Pathfinder Initiative. CIL, S106	None		Site identified and protected for community uses within the plan
Stourport replacement station	WMP	WMP – Strategic Infrastructure Assessment	2012 - 2016	£122,337	Prudential Borrowing Recycling capital receipts Developer contributions Worcestershire Capital and Asset Pathfinder Initiative. CIL, S106	None		Site identified and protected for community uses within the plan – potential relocation site also allows for emergency services to be developed, and so would be in conformity with emerging policy.
Churchfields Police Post	WMP	WMP – Strategic Infrastructure Assessment	Dependent on redevelopment of the site	£234,000	Prudential Borrowing Recycling capital receipts Developer contributions Worcestershire Capital and Asset Pathfinder Initiative. CIL, S106	None	The existing police post will remain until a time that the site is developed. Given existing constraints it is not considered that this will be in the near future and is likely	Emerging policy would require compensatory provision to be provided, in line with any redevelopment of the site.

							to be towards the end of the plan period when further clarity could be provided.	
Set up costs for 21no officers (£3,642 x 21)	WMP	WMP – Strategic Infrastructure Assessment	2012 - 2026	£76,482	Prudential Borrowing Recycling capital receipts Developer contributions Worcestershire Capital and Asset Pathfinder Initiative. CIL, S106	None		N/a – although could potentially be included through a review of the S.106 SPD
Additional Vehicles – 5no motorised (£28,500 x 5 = £142,500) 2no bicycles (£2,785 x 2 = £5,570)	WMP	WMP – Strategic Infrastructure Assessment	2012 - 2026	£148,070	Prudential Borrowing Recycling capital receipts Developer contributions Worcestershire Capital and Asset Pathfinder Initiative. CIL, S106	None		N/a – although could potentially be included through a review of the S.106 SPD
Personnel set up costs – Recruitment and ICT/Furniture	WMP	WMP – Strategic Infrastructure Assessment	2012 - 2026	£29,722	Prudential Borrowing Recycling capital receipts Developer contributions Worcestershire Capital and Asset Pathfinder Initiative. CIL, S106	None		N/a – although could potentially be included through a review of the S.106 SPD

Therefore, according to West Mercia Police, there is an infrastructure funding gap of £1,828,587, which would be required to be met over the lifetime of the plan.

## Health Care

As identified in the infrastructure tables, there is currently a review of health care facilities being undertaken throughout the whole of the County. More information will be available once the consultation has been undertaken and decisions made on future provision. This will inevitably impact on the facilities within the District but it is difficult to quantify this in any detail at this current juncture. The one scheme that has more certainty is the Bewdley Medical Centre redevelopment.

Health Care								
Scheme	Delivery Agency	Main source of information	Potential timescale for delivery	Value	Source of Funding	Committed	Risk & Contingency	Planning policy
Bewdley Medical Centre	Matrix Medical	Bewdley Medical Centre and Matrix Medical	Funding needs to be secured prior to April 2013, therefore it is likely the implementation will happen during 2014 - 15	Unknown – but costs to be covered by developer	Through NHS / National funding	The entire cost of the scheme will be committed subject to funding being secured by April 2013.	There is a risk that the centre would lose funding if a scheme is not brought forward and funding secured by the April 2013 deadline.	A clear commitment to enabling a scheme to come forward within the town is provided for through the Site Allocations and Policies DPD

## Leisure

The main infrastructure change proposed during the lifetime of the plan is the proposed new Leisure centre facility, as discussed previously in the infrastructure tables.

Leisure Provision								
Scheme	Delivery Agency	Main source of information	Potential timescale for delivery	Value	Source of Funding	Committed	Risk & Contingency	Planning policy
Wyre Forest Leisure Centre – Sports hall (6 badminton court size), a 25 metre swimming pool with separate learner pool, a fitness suits and five a side pitches.	WFDC	WFDC	It is anticipated that the new centre will be built by 2016 as this is when the contract with the existing management company operating the current facilities ceases. A detailed project plan has been worked up.	£10.1 million	WFDC – through borrowing against the capital expenditure of the new centre.	The entire scheme is to be funded by the District Council	There is a risk that appropriate built leisure provision will not be provided in the District if the new centre is not implemented	Existing planning policy actively encourages, and protects, development for leisure purposes and this links in well with the community strategy and the Governments ambitions in relation to sporting excellence and healthy lifestyles.
Various recommendations from the Playing Pitch Strategy	WFDC, WCC, Sport England, Sports and Community Groups	Playing Pitch Strategy	The strategy proposes a number of possible schemes that could be brought forward to help meet the deficiency over the plan period (2012 – 2026)	In the region of £4.4 million to address the issues raised in the strategy	S.106, and/or CIL Partnership funding – with major sports clubs and their National Governing Bodies of Sport, with National Sports Foundation, with Football Foundation and others; Government funding:	Various schemes already being brought forward – see specific section on Playing Pitch Strategy.		

### **Identified funding gap**

As can be seen by the schedule above there is a noticeable funding gap to bring forward some of the elements of infrastructure identified for the District. The main issues focus around transport and the implementation of new road schemes.

- **Transport - £103 million**
- **Education - £5.49 million**
- **Emergency Services - £1.83 million**
- **Leisure - £4.4 million**

It is clear to see from the above figures that the largest funding gap, like many other authorities, is linked to new transport infrastructure. As discussed throughout this plan, the District are working closely with the County Council to identify and bring forward funding streams to help to meet the identified gap.

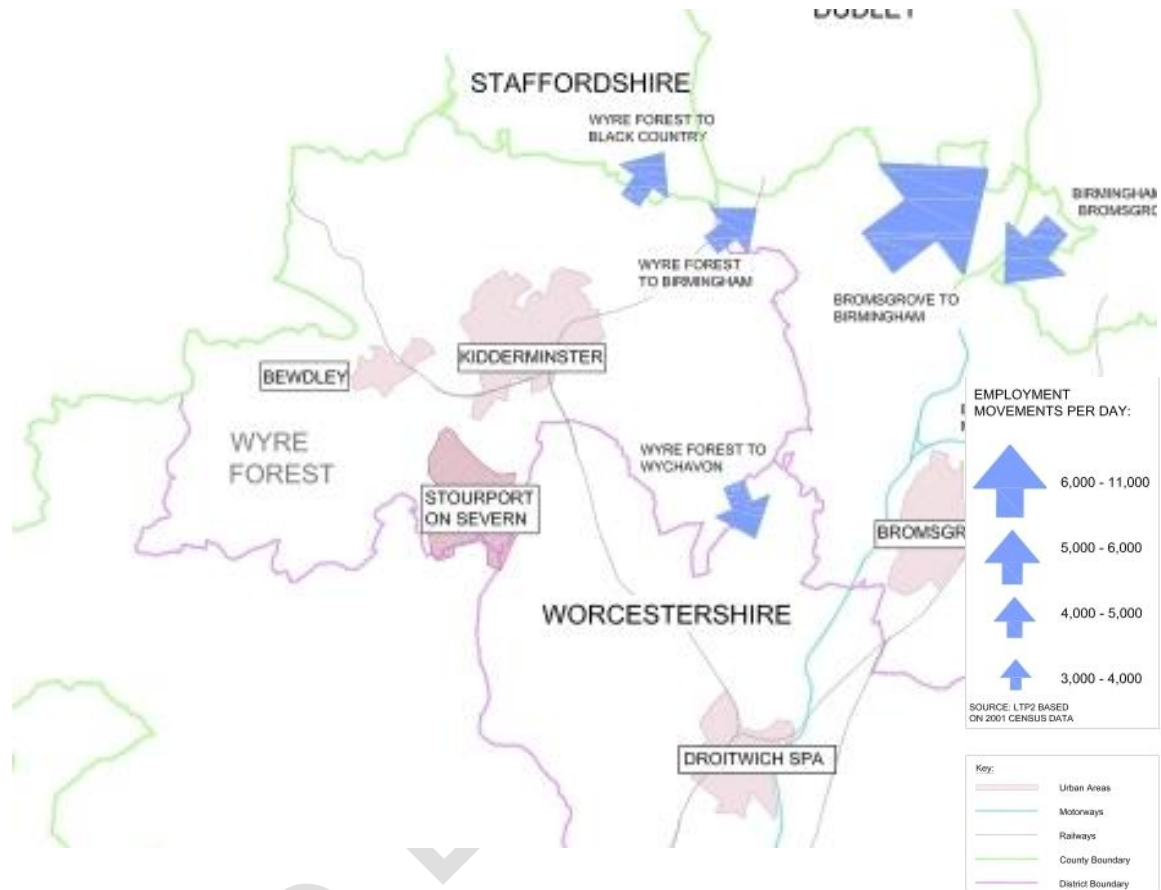
The total funding gap identified currently within the Wyre Forest for all type of infrastructure is therefore in the region of **£114.72 million**.



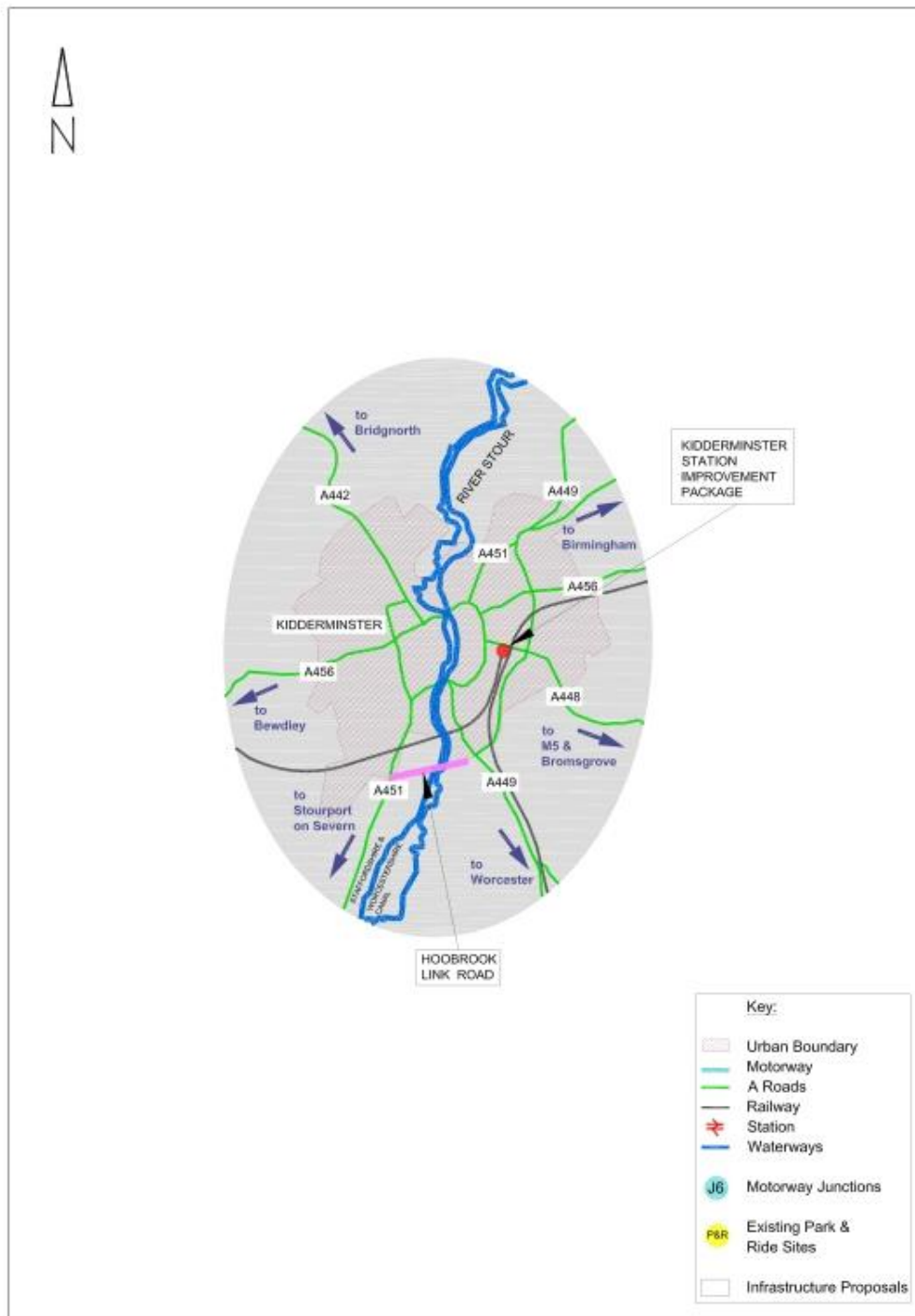
Appendices

Transport Movement Corridors

District Wide



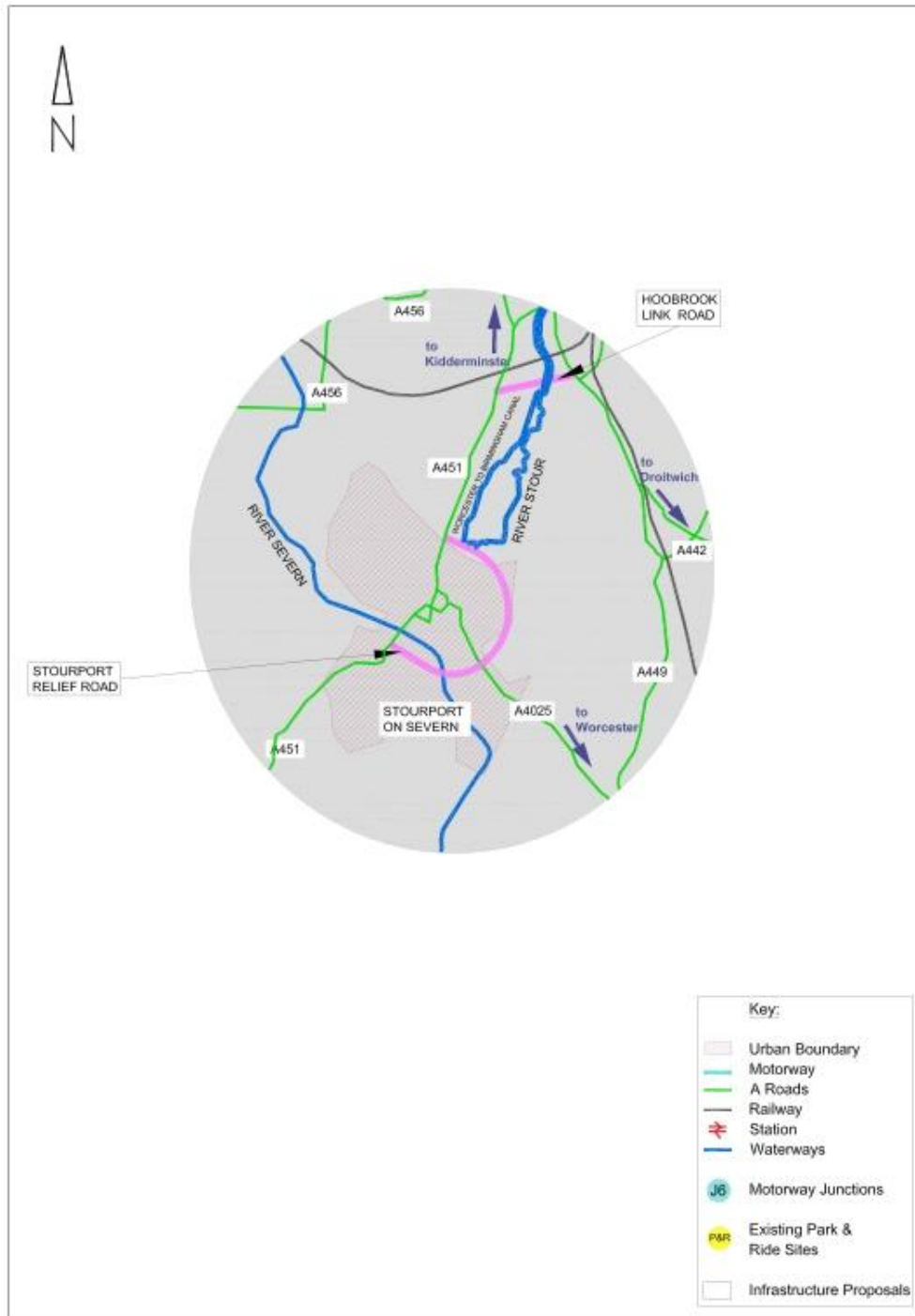
# Kidderminster



**TPI** 22229 March 2009 Major Infrastructure Proposals for Kidderminster Figure 6.8  
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## Transport Movement Corridors

### Stourport-on-Severn



TPI 22229  
March 2009

Major Infrastructure Proposals  
for Stourport on Severn

Figure 6.9