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Tamworth
Borough Council

HYAS ASSOCIATES ON BEHALF OF
TAMWORTH BOROUGH COUNCIL

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Executive Summary

This Infrastructure Delivery Plan (IDP) update supports Tamworth Borough Council's emerging Local Plan by identifying the infrastructure required to enable sustainable growth across the borough. It refreshes the 2018 IDP to reflect the emerging Local Plan growth strategy, updated site allocations, recent infrastructure delivery, stakeholder engagement and current infrastructure provider priorities.

The emerging Local Plan identifies a significant level of planned growth over the period to 2043, including a housing requirement of 8,609 dwellings and a number of proposed allocations across the borough. Growth is focused partly within and around the town centre, supporting regeneration and increased activity, with further development distributed across northern, western and southern areas. The largest individual area of growth is located on Green Belt sites to the south, where significant investment in utilities and education infrastructure is likely to be required.

The IDP concludes that future infrastructure requirements will arise largely from the cumulative impact of growth across Tamworth. Key issues include primary school capacity pressures in the north of the borough, transport constraints on the A513 Upper Gungate corridor and wider strategic road network, future electricity network capacity constraints, the need for continued investment in green and blue infrastructure, and opportunities to align health, leisure and community provision to support wellbeing and preventative healthcare.

Stakeholder engagement has been central to preparing the IDP. Input has been sought from infrastructure providers across transport, education, utilities, environment, waste, health and community infrastructure. The IDP reflects the best available information at the time of preparation, however, some requirements will need to be refined through further feasibility work, provider input, investment planning, planning applications and ongoing monitoring.

Infrastructure delivery will rely on a combination of funding mechanisms, including Community Infrastructure Levy, Section 106 obligations (developer contributions), wider public sector funding, provider investment plans and other external funding opportunities. Where infrastructure is required to make development acceptable in planning terms, developer contributions will need to satisfy the relevant statutory and policy tests and be proportionate to the scale and nature of development impacts.

The accompanying Infrastructure Schedule should be treated as a live delivery and monitoring tool. It records known infrastructure requirements, delivery bodies, indicative costs, funding routes, phasing and matters requiring further review. As the Local Plan progresses and development proposals come forward, the schedule should be kept under review to ensure that infrastructure planning remains responsive, proportionate and aligned with growth delivery.

1 Introduction

1.1 Background

The Infrastructure Delivery Plan (IDP) is a key document supporting Tamworth Borough Council's (TBC) Local Plan. Infrastructure planning is a fundamental component in ensuring that a Local Plan is robust, deliverable and capable of supporting sustainable growth. An IDP forms a key part of the evidence base, setting out the infrastructure required to support planned development and providing a clear understanding of what infrastructure is needed, where, when, and by whom it will be delivered.

For planning purposes, infrastructure is broadly defined as the services, facilities and networks necessary to support communities and enable places to function effectively. This typically includes physical infrastructure such as transport networks, utilities and digital connectivity, green and blue infrastructure including open spaces and environmental assets, and social and community infrastructure such as education, healthcare, leisure and community facilities.

Infrastructure requirements can operate at both a strategic and local or site-specific level. Strategic infrastructure relates to services and facilities that serve a wider area. These address cumulative impacts of growth. They are likely to be funded from a variety of sources including those serving a wider geographic area. Local infrastructure focuses on meeting day-to-day needs at the site or neighbourhood scale. Ensuring the timely delivery of both is essential to supporting sustainable development and creating well-functioning communities.

The IDP establishes the infrastructure needed to support the development strategy set out in the Local Plan, including identifying delivery timescales, responsible providers, potential costs and funding opportunities and mechanisms as needed. It is intended to be a practical tool that supports plan delivery, informs viability work, and ensures that growth is aligned with infrastructure provision to meet the borough's needs.

The IDP is informed by collaboration with a wide range of partners across the public, private and voluntary sectors, recognising that successful infrastructure delivery depends on coordinated working and shared investment.

The IDP provides a framework to ensure that development is supported by the necessary infrastructure, delivered in a timely manner, and contributes to the creation of sustainable, integrated and resilient communities.

This 2026 IDP update refreshes the 2018 IDP to reflect the emerging Local Plan growth strategy, updated site allocations, recent infrastructure delivery, stakeholder feedback and current infrastructure provider priorities. It provides an updated position on known infrastructure requirements and identifies where further assessment, engagement or delivery planning will be required as the Local Plan progresses.

1.2 Policy and Context

1.2.1 National Planning Policy Framework

The National Planning Policy Framework (NPPF) published in August 2026 confirms that preparing and maintaining up-to-date plans should be a priority and that plans should provide a framework for housing and other development in a sustainable manner.

In relation to plan-making, the NPPF requires strategic policies to make sufficient provision for infrastructure, including transport, telecommunications, security, waste management, water supply, wastewater, flood risk and coastal change management, minerals and energy, including heat. It also requires strategic policies to make sufficient provision for community facilities such as health, education and cultural infrastructure, and for the conservation and enhancement of the natural, built and historic environment, including landscapes, green infrastructure, and planning measures to address climate change mitigation and adaptation.

The NPPF also states that where matters requiring collaboration have been identified, strategic policy-making authorities should ensure that plan policies align as fully as possible with those of other bodies where a strategic relationship exists, and should take account of the relevant investment plans of infrastructure providers unless there is clear justification to the contrary. This is particularly important for the planning and delivery of major infrastructure, including transport services and projects, utilities, waste, minerals, environmental improvement and resilience, and strategic health, education and other social infrastructure.

The NPPF further emphasises that planning policies should support sustainable development by aligning growth and infrastructure, improving the environment, mitigating and adapting to climate change, and creating healthy, inclusive and safe places. For an IDP, this means identifying infrastructure requirements at an early stage, ensuring that planned growth is deliverable, and demonstrating how infrastructure will be provided in a timely and coordinated way.

1.2.2 Planning Practice Guidance

The Planning Practice Guidance (PPG) provides further guidance on how infrastructure should be considered through plan-making. It states that, at an early stage in the plan-making process, strategic policy-making authorities should work alongside infrastructure providers, service delivery organisations, strategic bodies, developers, landowners and site promoters. A collaborative approach is expected to identify infrastructure deficits and requirements, and to identify opportunities for addressing them.

In doing so, authorities should assess the quality and capacity of infrastructure and its ability to meet forecast demands. Where deficiencies are identified, policies should explain how those deficiencies will be addressed. Authorities should also take account of the need for strategic infrastructure, including nationally significant infrastructure, within their areas.

The PPG also confirms that plans should set out a vision and framework for future development, addressing needs and opportunities in relation to housing, the economy,

community facilities and infrastructure, as well as conserving and enhancing the natural and historic environment, mitigating and adapting to climate change, and achieving well-designed places. This reinforces the role of the IDP as part of the Local Plan evidence base, helping to demonstrate that growth can be supported by appropriate infrastructure and that delivery responsibilities, funding routes and timescales are understood.

The IDP should therefore identify the infrastructure needed to support planned growth, distinguish between strategic and local infrastructure where relevant, set out the organisations responsible for delivery, and provide information on phasing, costs, funding sources and risks where this information is available. As infrastructure planning is dynamic, the Infrastructure Schedule (IS) should be treated as a point in time document with costs and infrastructure needs which may evolve and change over time as development proposals come forward.

1.2.3 Local policy requirements

Local Plan

The Local Plan sets out the vision and spatial strategy for Tamworth up for the period 2022 to 2043 and allocates parts of the town for new homes and employment required to meet local needs. It also sets out policies and guidance for new development in Tamworth including policies to ensure that appropriate supporting infrastructure is delivered, and the area's built and natural environment is protected and enhanced.

Providing Infrastructure to enable growth as set out in the Local Plan is outlined in:

The vision and strategic objectives, and policies IO1 and IO2.

1.2.4 Wider context

The administrative boundary of Tamworth Borough is highly constrained, located within a tight urban form and it is widely acknowledged that it cannot provide all the housing and infrastructure required within the borough.

Whilst in previous Local Plans the two neighbouring authorities agreed to help TBC meet some of its housing need, at this time both neighbouring authorities Lichfield District Council and North Warwickshire Borough Council are reviewing their own local plans and as yet are not in a position to renew this agreement. It is understood that both have aspirations for growth close to the border with Tamworth. These developments whilst as yet uncertain will undoubtedly impact on services and facilities within Tamworth Borough itself. This could be both positive and negative given the attractive and convenient location of shops and leisure services in Tamworth, but also these new developments beyond the boundary could provide new services and facilities such as schools to be accessed by residents within Tamworth Borough. This will need to be kept under review as further details of growth emerges through those respective Local Plans, noting that Lichfield are now producing their new Local Plan under the new plan-making system with adoption expected by April 2028.

Given Tamworth's constrained boundary and functional relationship with surrounding areas, the IDP should continue to monitor cross-boundary growth and infrastructure planning in

neighbouring authorities. Growth close to the Tamworth border may increase pressure on services within the borough, but may also create opportunities for shared infrastructure provision or improved access to facilities beyond the borough boundary. This will need to be kept under review as the Local Plan progresses and as neighbouring authorities advance their own plan-making processes.

2 Role of Infrastructure – Update on the 2018 IDP

Since the 2018 IDP, whilst some infrastructure items have been completed, there are some ongoing programmes and longer-term projects that remain relevant. Transport, utilities, education, open space, drainage and community infrastructure all continue to be shaped by housing growth, developer contributions, partner delivery and longer-term funding availability. Uncertainty around costs, timescales and delivery bodies, indicating that strategic infrastructure planning is dependent on more detailed feasibility work, local and regional prioritisation and availability of external funding.

A comprehensive update on the 2018 IDP is set out in Appendix A of this report.

3 Funding

Funding sources for infrastructure is clearly a complex and challenging issue.

It is anticipated that strategic infrastructure will be funded through wider financing opportunities and public sector funding including the Council's own Community Infrastructure Levy (CIL).

Where infrastructure is key to mitigate the policy compliant delivery of a specific development site (or cluster of sites with cumulative impact on those services and/or facilities) there will be a Section 106 (S106) requirement to seek contributions from the developer(s). This approach is subject to meeting the tests derived from regulation 122 of the CIL Regulations 2010 and the NPPF:

- Necessary to make the development acceptable in planning terms – The obligation must address impacts that would otherwise make the development unacceptable.
- Directly related to the development – The obligation must have a clear connection to the specific development site and its impacts.
- Fairly and reasonably related in scale and kind to the development – The contribution or restriction must be proportionate to the size, type, and nature of the development.

4 Growth Scenario for the IDP 2026 Update

4.1 Anticipated Growth

The emerging allocations show a distribution of growth across Tamworth. There is a significant cluster of growth focused towards the central area of the borough, delivering town centre growth and regeneration. Although individual sites vary in scale, the cumulative effect

of these allocations is likely to result in a substantial increase in population and activity in and around the town centre, placing additional demand on key infrastructure, services and community facilities.

Beyond the central area, further areas of growth are proposed across the borough. These allocations comprise a mix of medium and larger-scale sites which, collectively, will contribute to the overall growth strategy and support the delivery of housing throughout the plan period. The distribution of sites across multiple parts of the borough is intended to spread development more evenly and provide opportunities to strengthen connectivity between existing and emerging communities. The largest single area is located on the Green Belt sites to the south and will trigger significant infrastructure investments in the provision of utilities and schools in particular.

Overall, the pattern of developments indicates that infrastructure requirements arise mainly from the cumulative impact of growth across the borough. While pressures are likely to be felt within the central area (in and around the Town Centre and to the north of the borough) due to the concentration and quantum of allocations, infrastructure planning will also need to respond to growth occurring in the north, west and south to ensure that services, facilities and transport networks are able to support the scale and distribution of future development.

4.2 Sites and Quantum of Growth

The IDP has utilised the sites and quantum's of growth that were set out by the Council in advance of the Regulation 19 Draft Local Plan consultation. These were set out in a briefing note, circulated to all stakeholders in advance of the discussions detailed in Section 3 of this document.

4.2.1 Housing sites

The Draft Local Plan identifies a housing requirement of 8,609 dwellings over the plan period, equivalent to 410 dwellings per year. This reflects the local housing need figure derived from the NPPF target of 445 dwellings per year, adjusted to reflect the plan period and baseline data.

The table below sets out the identified sites.

SHLAA Ref	Local Plan site reference	Indicative Dwellings
23/584	459 Watling Street and adjacent land, Two Gates	7
18/009	Millfield House and adjacent land, Lichfield Road	11
18/001	Norris Bros garage, Lichfield Street	20
18/013	Ashlands Farm, Ashby Road	177
18/030	Land north of Hedging Lane (Central Hydraulic Loaders)	25
18/004	Land east of Dunstall Park Primary School	10
18/018	Arriva Bus Depot, Aldergate	40
22/091	Land fronting Windmill Farm, Coton Lane	43
22/095	Land North of Moor Lane	61
23/573	Marmion House, Lichfield Street	68
22/096	Land opposite Mariner, Coton Lane	90
23/515	Former Tamworth College Site, Croft Street	123
23/585	Land between Dunstall Lane and Coventry Canal	166
22/094	Land South of Ashby Road	200
18/033	Former Co-op filling station, Bonehill Road	9
20/090	Land at Gorsy Bank Road	245
18/007	Land off Wigford Road	611
18/028	Land at the junction of Tamworth Road, High Street, and Hedging Lane, Dosthill	14
Total Number of Dwellings		1920

5 Stakeholder engagement

The stakeholder engagement table below provides an audit trail of engagement undertaken to inform the IDP and IS. It records the stakeholders contacted, the infrastructure themes considered, the method and status of engagement, the key issues raised, and any implications for the IS or further action.

The production of this document has been supported by a comprehensive programme of engagement and input with infrastructure providers and other relevant stakeholders, set out in the table below. There are several infrastructure providers with whom it was not possible to arrange a meeting, therefore their input is limited, or in some cases, could not be incorporated into the IDP. These providers include:

- *Health*
- *Fire & Rescue*
- *Police*
- *Gas*

Note: *Comments received via email from Health and Gas.*

Infrastructure theme	Stakeholder
Transport & Movement	National Highways Staffordshire County Council (SCC) Warwickshire County Council (WCC) West Midlands Rail Executive Transport for West Midlands West Midlands Combined Authority
Education	Staffordshire County Council Warwickshire County Council
Utilities	Severn Trent Water National Grid
Environment, culture and wellbeing	Tamworth Borough Council (TBC) Staffordshire County Council
Waste	Staffordshire County Council
Health	Integrated Care Board National Health Service (NHS)

The engagement was governed by the following objectives to ensure an accurate and comprehensive position and understanding of infrastructure capacity and requirements was gained.

The IDP reflects the best available information at the time of preparation. In some cases, infrastructure providers have confirmed specific requirements, while in other cases further feasibility work, investment planning or site-level assessment will be required before schemes, costs or delivery timescales can be confirmed. Where this is the case, the IS records the current position and identifies matters for further review.

An engagement strategy was developed with the Council team, with a key list of stakeholders agreed building on contacts made through previous Capacity Study work. The objectives for the engagement process are as follows:

- **Set a reference point re the previous policy situation and update with recent changes** – to update the findings of the 2018 study; set out the organisations responsible for the delivery of different infrastructure types; identify the current capacity of infrastructure serving the existing population and land use patterns in the area; assess deficiencies and review standards; establish the infrastructure delivered since completion of the 2018 IDP; identify any items listed that are no longer relevant or required, and to assemble a list of all stakeholder planned investments.
- **Scope the infrastructure requirements of planned future growth** – Amount, type, cost, and delivery agency responsible for infrastructure required to cater for need and demand generated by development envisaged to the end of the new Local Plan period. This will identify when infrastructure will be required and who will need to provide it.
- **Ensure buy in and support from all stakeholders and consultees** – to ensure that the IDP and IS are supported by all during the Local Plan process.

The first part of the engagement programme commenced with Hyas email contact being made to all identified infrastructure providers and consultees, backed/followed up by phone calls where required. The communication with providers set out information requests in a proforma (with a covering email) in order to:

- Update provided relevant extracts from the 2018 IDP.
- Identify any infrastructure that has been delivered since 2018.
- Confirm network plans and investment plans/strategies
- Establish views on infrastructure capacities, constraints, and opportunities

The outputs from the proforma returns were entered into an IS spreadsheet as an update of the 2018 IDP.

The schedule is broken down by infrastructure type and theme and provides a simple summary of the key infrastructure needs, the areas/locations they support, costs, and timeframe. Stakeholders have been reconsulted on the emerging IS to ensure that they are in agreement with the infrastructure requirements and funding routes as appropriate at this early stage of delivery planning.

Infrastructure requirements should be prioritised according to their role in supporting planned growth. This includes distinguishing between essential infrastructure required to make development acceptable in planning terms, important infrastructure that supports wider growth and service capacity, and beneficial infrastructure that supports placemaking, sustainability, health, wellbeing or quality of life. This approach will assist the Council in

considering infrastructure priorities, viability implications, CIL and S106 funding, and wider decision-making.

Looking ahead the IS will be produced as a 'live' document, to be updated and reviewed as planning applications come in and development progresses. The use of a spreadsheet provides an effective means for data transfer to the Council and for future monitoring and review and the Graphical Information System (GIS) platform displaying the infrastructure requirements allows the information to be provided to a wide variety of partners, and possibly to the public on an open-source basis.

6 Implications for the Local Plan Growth

The following sections summarise the key infrastructure implications of planned growth by infrastructure theme. Each theme should be read alongside the IS, which identifies where specific schemes or requirements have been recorded, where no specific schemes have currently been identified, and where further provider input or site-level assessment will be required.

6.1 Education

Existing Capacity and Recent Provision

The borough is served by a network of primary and secondary schools as part of SCC's Education provision. There has historically been a trend for pupils – particularly at secondary level – to attend schools beyond the borough in Lichfield District and North Warwickshire. It is noted that this trend is declining with fewer pupils now making this choice.

Discussions with SCC indicate that capacity pressures vary across Tamworth, with the most significant challenges arising in the northern parts of the borough where existing schools are either at, or forecast to reach, capacity as committed developments are completed. Current spare capacity within some central schools is being utilised by pupils travelling from surrounding areas within and around the borough, reducing the ability of the existing network to absorb further growth. Secondary school provision is currently considered to have greater flexibility, with potential opportunities for expansion where required.

Demand Trend

Future housing growth will increase demand for both primary and secondary school places across the borough. Demand will not be distributed evenly, with northern growth locations placing particular pressure on primary school capacity. The scale of education infrastructure required will be influenced by housing mix and occupancy rates, with pupil yield forecasts informing future investment decisions. Growth is expected to necessitate developer funded new school provision and school expansions as appropriate over the plan period.

6.2 Transport

Existing Capacity and Recent Provision

The borough benefits from access to the Strategic Road Network (SRN), rail connectivity and an established network of walking and cycling routes. The principal SRN routes serving Tamworth include the A5 Trunk Road, M42 Motorway, A38(T) and M6 Toll. The A5 forms an important east-west strategic corridor linking Tamworth with the M42, A38(T), M6 Toll, Nuneaton and the wider Midlands, while the M42, including Junctions 9 and 10, provides strategic connections to Birmingham, the East Midlands and the wider motorway network. The A38(T) provides north-south strategic connectivity between the West Midlands, Burton-upon-Trent and Derbyshire, with links to Tamworth via the A5 and local highway network. Discussions with stakeholders including SCC and WCC, National Highways, Network Rail and Midlands Connect have identified existing pressures associated with traffic congestion, air quality and limited sustainable travel options in some parts of the borough, particularly in northern areas where opportunities for active travel connections are constrained through the Gungate corridor. The operation of the SRN, including M42 Junctions 9 and 10 and the A5 corridor, remains an important consideration for future growth.

The A513 Upper Gungate corridor represents one of the most significant transport constraints affecting Tamworth. It functions as the principal north-south route linking northern parts of the borough with Tamworth town centre, the A5 and the wider strategic highway network. The corridor also serves the Tamworth Education Hub, which generates substantial traffic demand, and experiences significant congestion during peak periods, particularly in the morning peak. Evidence indicates that development in northern Tamworth would be heavily reliant on this corridor, which is already operating under pressure. There is currently no clearly deliverable solution to provide additional highway capacity, while opportunities to improve public transport, active travel infrastructure or deliver major junction upgrades are limited. The corridor is therefore a key constraint to accommodating further growth in northern Tamworth and will need to be considered carefully as future development scenarios are assessed.

Tamworth railway station provides rail connectivity through services on the West Coast Main Line and Cross Country Route, offering links to Birmingham, the wider West Midlands and national destinations. Rail provides an important sustainable travel option for residents and workers, although peak-period services can experience capacity pressures. Planned investment through the Midlands Rail Hub is expected to improve service frequency and connectivity over the longer term.

Demand Trend

Discussion with National Highways, SCC, Transport for West Midlands and West Midlands Rail Executive highlighted that future residential and employment growth will increase pressure on both local and strategic transport networks. Growth in northern locations namely Ashlands Farms, Ashby Road (18/013) and Land South of Ashby Road (22/094) are likely to generate additional trip demand and will require infrastructure that supports greater self-containment and sustainable travel choices. Meeting future demand will require a coordinated approach combining highway improvements, modal shift through active travel infrastructure, public transport enhancements and measures designed to reduce reliance on private vehicle travel. Strategic funding including CIL and developer contributions are

expected to play an important role in funding infrastructure improvements required to mitigate development impacts.

National Highways has identified potential highway constraints associated with several proposed site allocations and has advised that further assessment will be required. The sites identified include:

- Land off Wigford Road;
- Land at Gorsey Bank;
- Ashlands Farm; and
- Land South of Ashby Road.

TBC will continue to engage with National Highways to understand the nature and scale of any impacts and to identify appropriate mitigation measures. This ongoing engagement will help ensure that growth within the borough can be accommodated and that any necessary infrastructure requirements are reflected in the IS as the evidence is refined.

Where stakeholders have identified potential constraints but further assessment is required, these should be recorded in the IS as further-assessment items rather than definitive schemes. This is particularly relevant to transport, utilities, wastewater and health infrastructure, where the scale, cost, delivery body or timing of interventions may depend on future feasibility work, investment planning or detailed planning applications.

6.3 Utilities

Existing Capacity and Recent Provision

The borough is served by electricity, water, wastewater and waste management infrastructure providers. Utility providers have indicated that capacity is generally available to accommodate small and short-term growth, however some elements of the network are already at or near capacity.

- National Grid have identified that the three primary electricity substations serving the area are nearing, or have reached, capacity and any development of significant size requiring connection in the first five years of the plan could face lengthy lead in times. After the five-year point there is a proposal to enhance capacity potentially through a new Super Grid transformer. Local network capacity varies significantly across the borough depending on location and development scale, but there remains potential for smaller sites to secure connections including in the first five years.
- Severn Trent Water has advised that current wastewater infrastructure can accommodate growth in the short term, although future increases in demand may require additional investment in treatment infrastructure.
- Cadent maintain that gas provision will be available with some issues in the north when pipelines need to cross the rail line. Whilst the Future Homes Standard is taking developers down the route of electric heating and gas free homes, decarbonisation of the gas supply could result in more developers opting to return to installing gas boilers.
- Broadband and mobile connectivity is available throughout the borough.

Demand Trend

Population and housing growth will increase demand on electricity, water, wastewater and waste management infrastructure over the plan period. While utility providers do not currently identify any fundamental constraints to growth, additional investment in network capacity and local infrastructure upgrades is likely to be required in some locations. The scale and timing of infrastructure provision will depend on the location, phasing and cumulative impact of future development. Early infrastructure planning and coordination between providers, developers and the Council will therefore be important to support the delivery of planned growth.

6.4 Green and Blue Infrastructure and Community Facilities

Existing Capacity and Recent Provision

Tamworth benefits from an established network of parks, open spaces, watercourses and ecological assets which provide important recreational, environmental and landscape functions. Discussions with the Council's Green Spaces team have highlighted the limited availability of green space within parts of the borough and the need to ensure existing assets are protected and appropriately managed as the population grows. Existing flood management and environmental enhancement initiatives are also being progressed in partnership with organisations including the Environment Agency (EA).

Demand Trend

Future growth is expected to increase recreational use of parks, open spaces and the wider green and blue infrastructure network. Development pressure may also increase demand for biodiversity enhancements, flood mitigation measures and long-term maintenance arrangements. As a result, continued investment will be required to protect ecological assets, improve resilience to flooding and ensure that green infrastructure continues to contribute positively to the health, wellbeing and environmental quality of the borough.

6.5 Health

Existing Capacity and Recent Provision

Health infrastructure in Tamworth is planned and delivered through the Integrated Care Board (ICB), Primary Care Networks and other health partners. Engagement to date has identified the importance of ensuring that planned growth is supported by accessible primary care provision and wider preventative health infrastructure. While the ICB has not yet confirmed the locations it intends to prioritise through any future Health Hub programme, or the availability of associated funding, Mercian Primary Care Network is likely to advocate for Tamworth as a suitable location for a future Health Hub. Reference to this ambition within the IDP would support the borough's commitment to preventative healthcare and the longer-term objective of improving health outcomes for local communities.

Opportunities to align health infrastructure with wider community and leisure provision should also be considered. The Universal Place programme, currently being developed through Together Active with Sport England funding, has the potential to support improved

health and wellbeing outcomes through increased physical activity, community engagement and better access to local facilities. This could provide a useful link to the proposed Multi-Purpose Community Use Leisure Centre and wider work to support active, inclusive and healthy communities.

The Pride in Place programme at Glascote Heath also represents a relevant long-term investment opportunity. The programme has the potential to support local infrastructure priorities over a ten-year period. This may include opportunities for multi-use community facilities from which health improvement, wellbeing and ill-health prevention initiatives could be delivered, particularly where these facilities respond to identified local needs.

Demand Trend

Future population growth will increase demand for primary care, preventative health services and community-based health and wellbeing provision. While current delivery plans and funding arrangements will need to be confirmed by the relevant health partners, the IDP should continue to identify opportunities to align planned growth with emerging health programmes, community facilities and leisure infrastructure. This will help ensure that future infrastructure provision supports both access to healthcare and wider improvements in health, wellbeing and prevention across the borough.

6.6 Waste

Waste disposal is managed by SCC, SCC advised as a Waste Disposal Authority, it is their responsibility to ensure that there is sufficient capacity for TBC to dispose of their waste and to meet their statutory duties. SCC are committed to working closely with our partners at WCC, through Lower House Farm, and Veolia at Staffordshire ERF, to ensure TBC's requirements are met.

7 Infrastructure Schedule

The Infrastructure Schedule (IS) is intended to be a practical delivery tool rather than a fixed list of committed projects. It brings together known infrastructure requirements, stakeholder inputs, indicative costs, delivery bodies, funding routes, phasing and outstanding matters for further review. Where information is available, the schedule identifies the infrastructure type, location, delivery body, funding route, indicative cost, delivery phasing and relevant development sites. Where details remain uncertain, the schedule records the current position and identifies matters that will need to be refined through future engagement, planning applications, feasibility work or monitoring.

Transport and Movement

Sub-Category	Infrastructure Project	Overview	Local Plan Reference	Strategic or site specific	Site/ Area(s) Affected - SHLAA reference	Priority/ Timeframe	Total Estimated Cost	Lead Agency/ Contact	Other Partners	Funding source	Council funding required
Active travel	Canal corridor and Towpath improvements		SP8, SP9, NE1	Strategic	N/A	Uncertain	Unknown	Canal and River Trust	SCC	Developer contributions CIL	0
	Gateways project Phase 3 Corporation Street/Church Street	Sustainable transport and public realm enhancements.	SP8, SP9, TC2	Site	23/585; 22/096; 18/011; 18/009; 18/023; 18/001; 23/573; 18/018; 23/515	Uncertain	£400,000	SCC/TBC		SCC, TBC, Developer Contributions CIL	To be confirmed

Sub-Category	Infrastructure Project	Overview	Local Plan Reference	Strategic or site specific	Site/ Area(s) Affected - SHLAA reference	Priority/ Timeframe	Total Estimated Cost	Lead Agency/ Contact	Other Partners	Funding source	Council funding required
	Active Travel	Active Travel projects identified within the Local Transport Plan and Local Cycling and Walking Infrastructure Plan to support the local transport network, offer enhanced and attractive travel options and inclusive mobility, and mitigate traffic impacts where appropriate.	LTP/LCW HP	Strategic	N/A	Ongoing	Unknown	SCC	ATE/TBC/ Developer s/WWCT/ CRT	SCC/Other/ Developer contributions CIL	
Low Emission vehicles	N/A	Support the transition to low emission vehicles by delivering community charging infrastructure	SP2, SP9, TA1	Strategic	N/A	Ongoing	Unknown	SCC/TBC/ Developer s		LEVI/Developer contributions CIL	0

Sub-Category	Infrastructure Project	Overview	Local Plan Reference	Strategic or site specific	Site/ Area(s) Affected - SHLAA reference	Priority/ Timeframe	Total Estimated Cost	Lead Agency/ Contact	Other Partners	Funding source	Council funding required
Public Transport	Midlands Rail Hub		SP8, SP9, TA1	Strategic	N/A	Early 2030s	£1.75 billion Anticipated Final Cost of Full MRH scheme £123m awarded in 2025 CSR to progress detail design and Full Business Case for core MRH infrastructure in Birmingham Funding still required to progress FBC and detailed design for MRH East infrastructure required to provide additional trains to Tamworth/ Derby and Nuneaton /Leicester	Network Rail, Midlands Connect, WMR Ltd, Train Operating Companies and other partners		DfT's Rail Network Enhancements Pipeline (RNEP) Possibility of local funding to progress FBC for MRH East?	0
	West Coast Main Line / HS2		SP8, SP9, TA1	Strategic	N/A	Uncertain	Un known	Department for Transport	Network Rail / HS2 Ltd	Unknown	0

Sub-Category	Infrastructure Project	Overview	Local Plan Reference	Strategic or site specific	Site/ Area(s) Affected - SHLAA reference	Priority/ Timeframe	Total Estimated Cost	Lead Agency/ Contact	Other Partners	Funding source	Council funding required
	Polesworth Station		SP8, SP9, TA1	Local	N/A	Uncertain		WCC	North Warwickshire Council	Unknown	0
	Core Eastern (Water Orton to Derby/Nottingham and Nuneaton/Leicester corridors)		SP8, SP9, TA1, TA3	Strategic	N/A	Uncertain				Full funding is not confirmed. New bid required	0
	Public Transport projects	Public Transport projects identified within the Local Transport Plan and Bus Service Improvement Plan to support multi-modal connectivity, improved services and waiting facilities, support inclusive mobility, fleet electrification, information, accessibility and enhanced travel options.	SP9	Strategic	N/A	Ongoing	Unknown	SCC	TBC/Operators/ Network Rail/Developers	SCC/BSG/ Other/ Developer contributions CIL	To be confirmed
	Wilnecote Station Enhancements		SP9	Site	Wilnecote sites 18/025; 18/030; 18/019; 18/029; 23/584; 18/027	Medium/long	Unknown	TBC/SCC/ developers, Network Rail, WMR Ltd, Train Operating Companies		TBC/SCC/ Network Rail, WMR Ltd, Train Operating Companies/ Developer contributions CIL	To be confirmed

Sub-Category	Infrastructure Project	Overview	Local Plan Reference	Strategic or site specific	Site/ Area(s) Affected - SHLAA reference	Priority/ Timeframe	Total Estimated Cost	Lead Agency/ Contact	Other Partners	Funding source	Council funding required
	Access to Tamworth Train Station	Improved access for active travel and buses to Tamworth railway station and improved travel information at the entrance to the station to direct users to bus services and appropriate routes for onward travel	SP9	Strategic	N/A	Medium/long	£2,100,000	SCC/Bus and Rail Operators/ Network Rail/Devel opers		To be confirmed	To be confirmed
Highways	Improvements to TBC owned highway-related assets		TA2	Strategic	N/A		Unknown	TBC		TBC, Developer contributions CIL	To be confirmed
	A5 improvements	Improvements to safety and network performance on the A5	TA2	Strategic	Sites located with impact on A5 corridor 20/089; 24/591;	Ongoing	Unknown	National Highways	SCC	National Highways/ Developer S106 contributions if site specific impact	0
	Highway interventions and traffic management measures		TA2	Strategic	N/A	Ongoing	Unknown	SCC/Deve lopers	SCC	SCC/Develo per contributions CIL	0
	A5 / M42 Junction 10	Unlocking economic and housing growth by easing congestion on the A5 where it meets Junction 10 of the M42.	TA2	Site	20/090	2030/2031	To be developed	National Highways		RIS 3 / Developer S106 contributions if site specific impact	0

Sub-Category	Infrastructure Project	Overview	Local Plan Reference	Strategic or site specific	Site/ Area(s) Affected - SHLAA reference	Priority/ Timeframe	Total Estimated Cost	Lead Agency/ Contact	Other Partners	Funding source	Council funding required
	Broadmeadow Viaduct		SP9	Site	18/009; 18/023; 18/011					Funding bid, Developer S106 contributions	0

Education

Sub-Category	Infrastructure Project	Overview	Local Plan Reference	Strategic or site specific	Site/ Area(s) Affected - SHLAA reference	Priority/ Timeframe	Total Estimated Cost	Lead Agency/ Contact	Other Partners	Funding source	Council funding required
Primary	Arkall Farm Primary school (Tamworth) additional capacity		SP4, SP8, HC1, HC2, HC3	Site	22/094; 18/013	Uncertain	To be confirmed	SCC	SCC, Entrust, RSC, Academy Trusts	Site to be provided and S106 developer contributions according to formula or project cost where appropriate	0
	New school at Dosthill		SP4, SP8, HC2, HC3	Site	18/007; 18/028; 18/030	Uncertain				Site to be provided and S106 developer contributions according to formula	0

Sub-Category	Infrastructure Project	Overview	Local Plan Reference	Strategic or site specific	Site/ Area(s) Affected - SHLAA reference	Priority/ Timeframe	Total Estimated Cost	Lead Agency/ Contact	Other Partners	Funding source	Council funding required
	School at Arkall Farm		SP4, SP8, HC3	Site	18/013	Uncertain	£13,799,000* costs as at Q2 2026. Costs are regularly reviewed and updated based on latest costs of delivery	SCC	SCC, Entrust, RSC, Academy Trusts	Site to be provided and S106 developer contributions according to formula or project cost where appropriate	0
	Town centre		SP4, SP8, TC2, HC3	Site	23/515; 18/018; 23/573; 18/001; 18/033; 18/0023; 18/009; 24/574					Site to be provided and S106 developer contributions according to formula or project cost where appropriate	0
	Rural Schools		SP8	Site specific	Various		£2,000,000		SCC, Entrust, RSC, Academy Trusts	Site to be provided and S106 developer contributions according to formula or project cost where appropriate	0

Sub-Category	Infrastructure Project	Overview	Local Plan Reference	Strategic or site specific	Site/ Area(s) Affected - SHLAA reference	Priority/ Timeframe	Total Estimated Cost	Lead Agency/ Contact	Other Partners	Funding source	Council funding required
Secondary	Secondary schools in the Tamworth area		SP8, HC3	Site specific	Various					Site to be provided and S106 developer contributions according to formula or project cost where appropriate	0

Utilities

Sub-Category	Infrastructure Project	Overview	Local Plan Reference	Strategic or site specific	Site/ Area(s) Affected - SHLAA reference	Priority/ Timeframe	Total Estimated Cost	Lead Agency/ Contact	Other Partners	Funding source	Council funding required
Sewerage	Strategic improvements		SP4, SP8	Strategic	N/A	Ongoing	£1,000,000	Severn Trent Water		STW	0
Electricity	Upgrades and expansion.	Upgrading and expansion of Tamworth area network to deal with increased electrical demand due to growth and change of use patterns associated with Future Homes standards and the uptake of electric vehicles.	SP4, SP8	Site specific	Various		Unknown	National Grid		National Grid will seek developer contributions as part of their usual supply contracts with developers.	0

Sub-Category	Infrastructure Project	Overview	Local Plan Reference	Strategic or site specific	Site/ Area(s) Affected - SHLAA reference	Priority/ Timeframe	Total Estimated Cost	Lead Agency/ Contact	Other Partners	Funding source	Council funding required
	Ventura Park extension to existing network		SP4, SP8	Site	24/591					National Grid will seek contractual developer contributions as part of their usual supply contracts with developers.	0
	New primary sub station at Dosthill		SP4, SP8	Site	18/007			National Grid		National Grid will seek developer contributions as part of their usual supply contracts with developers.	0
Telecoms	Fixed Broadband		SP4, SP8	Strategic	N/A			SCC, Openreach/Virgin Media O2 and Altnets			0
	Mobile networks		SP4, SP8	Strategic	N/A			SCC, Mobile network operators			0

Environment, culture and wellbeing

Sub-Category	Infrastructure Project	Overview	Local Plan Reference	Strategic or site specific	Site/ Area(s) Affected - SHLAA reference	Priority/ Timeframe	Total Estimated Cost	Lead Agency/ Contact	Other Partners	Funding source	Council funding required
Sport and Leisure	Multi-Purpose Community Use Leisure Centre		SP8, HC7	Site	To be confirmed		£29 million	TBC		TBC, SCC, Sport England, funding bids, developer contributions S106	To be confirmed
	Multi use play area (MUPA), West of Borough		SP8, HC3, HC7	Site	To be confirmed		£200,000	TBC		Developer contributions S106, TBC	To be confirmed
	3G Sports pitch		SP8, HC3	Site	Wilnecote sites 18/025; 18/030; 18/019; Anker Valley site: 22/095		£900k per pitch	TBC		S106 Developer contributions, TBC	To be confirmed
	Skate Parks		SP8, HC7	Strategic	N/A		Unknown	TBC		Developer contributions CIL, TBC	To be confirmed
	Historic Townscape Improvements		SP8, HE1	Strategic	N/A		Unknown	TBC		Developer contributions CIL, TBC	To be confirmed
	MUGA refurbishment / development	Refurbishment and development to Glascote, Irwell, stoney Delph, Wigginton Park, Dotshill, Amington rec, Kerrier, Two gates/ Kettlebrook	SP4, SP8, HC7	Sites	18/007; 24/574; 23/584; 18/029; 18/019; 18/027; 22/095; 20/089		TBC	TBC		Developer S106 contributions,	0

Sub-Category	Infrastructure Project	Overview	Local Plan Reference	Strategic or site specific	Site/ Area(s) Affected - SHLAA reference	Priority/ Timeframe	Total Estimated Cost	Lead Agency/ Contact	Other Partners	Funding source	Council funding required
	MEND project	Repair work and improvements to Tamworth Castle	SP8, HE1	Strategic		2028	£2,000,000	TBC, Arts Council England, Historic England		Arts Council England Museum Estate and Development Fund	£190,695
	Holloway Lodge	Repair work to the roof	HE1	Site			£500,000	To be confirmed		To be confirmed	
Play	Refurbishment and enhancement of smaller TBC owned recreation and play areas		SP8, HC5	Strategic	N/A		£39,000 pa	TBC		Developer contributions CIL, TBC	To be confirmed
Open space	Central Rivers Initiative		SP8, HE1	Strategic	N/A		£3,000,000	CRI/TBC		Heritage Lottery Fund	
	Broadmeadow footbridge		SP8, NE1	Strategic	N/A		£1,000,000	TBC and or SCC		Developer contributions, TBC, LEP, SCC	To be confirmed
	Kettlebrook Local Nature Reserve	Woodland management	SP8, NE1	Strategic	N/A		£200,000	TBC, SWT		TBC, SWT, S106 developer contributions	To be confirmed
	Wiggington Park	Refurbishment of trim trail and other infrastructure.	SP8, NE1	Strategic	To be confirmed		Unknown	Developer		Developer contributions, CIL	To be confirmed

Sub-Category	Infrastructure Project	Overview	Local Plan Reference	Strategic or site specific	Site/ Area(s) Affected - SHLAA reference	Priority/ Timeframe	Total Estimated Cost	Lead Agency/ Contact	Other Partners	Funding source	Council funding required
Flooding	Flood defences		SP8, FL2, FL4	Strategic	N/A		£75,000 pa	EA		EA, developer contributions where they meet the tests of Reg122 of CIL Regulations 2010 (as amended)	0
Rivers	Management of watercourses		SP8, FL2, FL4	Strategic	N/A		£40,000	EA/TBC			To be confirmed
Rivers	Improvements		SP8, FL2, FL4	Strategic	N/A		Unknown	TBC/EA			To be confirmed
River Improvements	Amington Road under viaduct		SP8, FL2, FL4	Site	24/574		Unknown	SCC		Developer contributions	To be confirmed
	Amington Hall Lodge, Ashby Rd		SP8, FL2, FL4	Site	18/013		Unknown	SCC		Developer contributions	To be confirmed
	Dunstable Lane, Ventura Park		SP8, FL2, FL4	Site	24/591; 20/089; 18/033; 18/004		Unknown	SCC		Developer contributions	To be confirmed
	Emberton Way and Whitley Avenue, Amington		SP8, FL2, FL4	Site	22/095; 24/574		Unknown	SCC		Developer contributions	To be confirmed
	Glascote Rd/Neville St		SP8, FL2, FL4	Site	24/574		Unknown	SCC		Developer contributions	To be confirmed
	Hedging Lane, Wilnecote		SP8, FL2, FL4	Site	20/090; 18/030; 18/007; 18/025		Unknown	SCC		Developer contributions	To be confirmed
	Jonkel Ave, Tamworth		SP8, FL2, FL4	Site	20/090; 18/030; 18/025		Unknown	SCC		Developer contributions	To be confirmed
	Kettlebrook Culverts		SP8, FL2, FL4	Site	20/089; 24/574; 18/033; 24/591		Unknown	SCC		Developer contributions	To be confirmed

Sub-Category	Infrastructure Project	Overview	Local Plan Reference	Strategic or site specific	Site/ Area(s) Affected - SHLAA reference	Priority/ Timeframe	Total Estimated Cost	Lead Agency/ Contact	Other Partners	Funding source	Council funding required
	Lichfield Road Industrial Estate		SP8, FL2, FL4	Site	18/011; 18/009; 18/023; 22/096		Unknown	SCC		Developer contributions	To be confirmed
	Orchard St, Tamworth		SP8, FL2, FL4	Site	23/585; 22/096; 18/011; 18/009; 18/023; 18/001; 23/573; 18/018; 23/515		Unknown	SCC		Developer contributions	To be confirmed

Waste

Sub-Category	Infrastructure Project	Overview	Local Plan Reference	Strategic or site specific	Site/ Area(s) Affected - SHLAA reference	Priority/ Timeframe	Total Estimated Cost	Lead Agency/ Contact	Other Partners	Funding source	Council funding required
Waste Disposal	For discussion with disposal authority- may result in increased capacity needs for disposal		SP4	Strategic	N/A	To be confirmed	Disposal authority	Developer s / Joint waste service			Would have to be investigated
Waste Collection	Potential need for capital for new vehicles, bins and revenue for running the additional capacity.		SP4	Strategic	N/A	To be confirmed	Joint Waste Services	Developer s		Infrastructure of vehicles and staffing may need to be increased to accommodate increased housing demand and build out rates.	Would have to be investigated

Sub-Category	Infrastructure Project	Overview	Local Plan Reference	Strategic or site specific	Site/ Area(s) Affected - SHLAA reference	Priority/ Timeframe	Total Estimated Cost	Lead Agency/ Contact	Other Partners	Funding source	Council funding required
Waste Provision	Revenue to support bin infrastructure across new developments.		SP4	All	N/A	To be confirmed	Joint Waste Services	Developer s			Would depend on property numbers

8 Conclusions

Overall, the IDP indicates that planned growth will generate additional infrastructure requirements across a range of themes, including education, transport, utilities, health, green and blue infrastructure and community facilities. At this stage, no single infrastructure issue is identified as preventing the delivery of the emerging Local Plan strategy, although a number of matters will require further assessment, provider engagement, feasibility work and funding coordination as sites come forward. The IS should be treated as live documents, reviewed alongside the Local Plan, viability evidence, infrastructure provider investment programmes and future planning applications.

9 Appendices

1. 2018 Infrastructure schedule Update
2. 2026 Infrastructure schedule Commentary
3. Potential allocations plan
4. Engagement strategy