



Draft Infrastructure Delivery Plan

Report to support Local Plan Review Regulation
18 Consultation

Newcastle-under-Lyme Borough Council

Draft report

Prepared by LUC

April 2023

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Infrastructure Delivery Plan

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Newcastle-under-Lyme IDP Executive summary

This is a live document that will be updated to take account of new evidence and stakeholder consultation.

Where will we grow?

Our population

123,300  Today

140,468¹  2040

Our over 65's



▲ **28%**
the population aged 65+ is projected to grow the most by 2040, rising from 26,800 to 34,238¹

Our housing

7,000
minimum new dwellings planned by 2040²

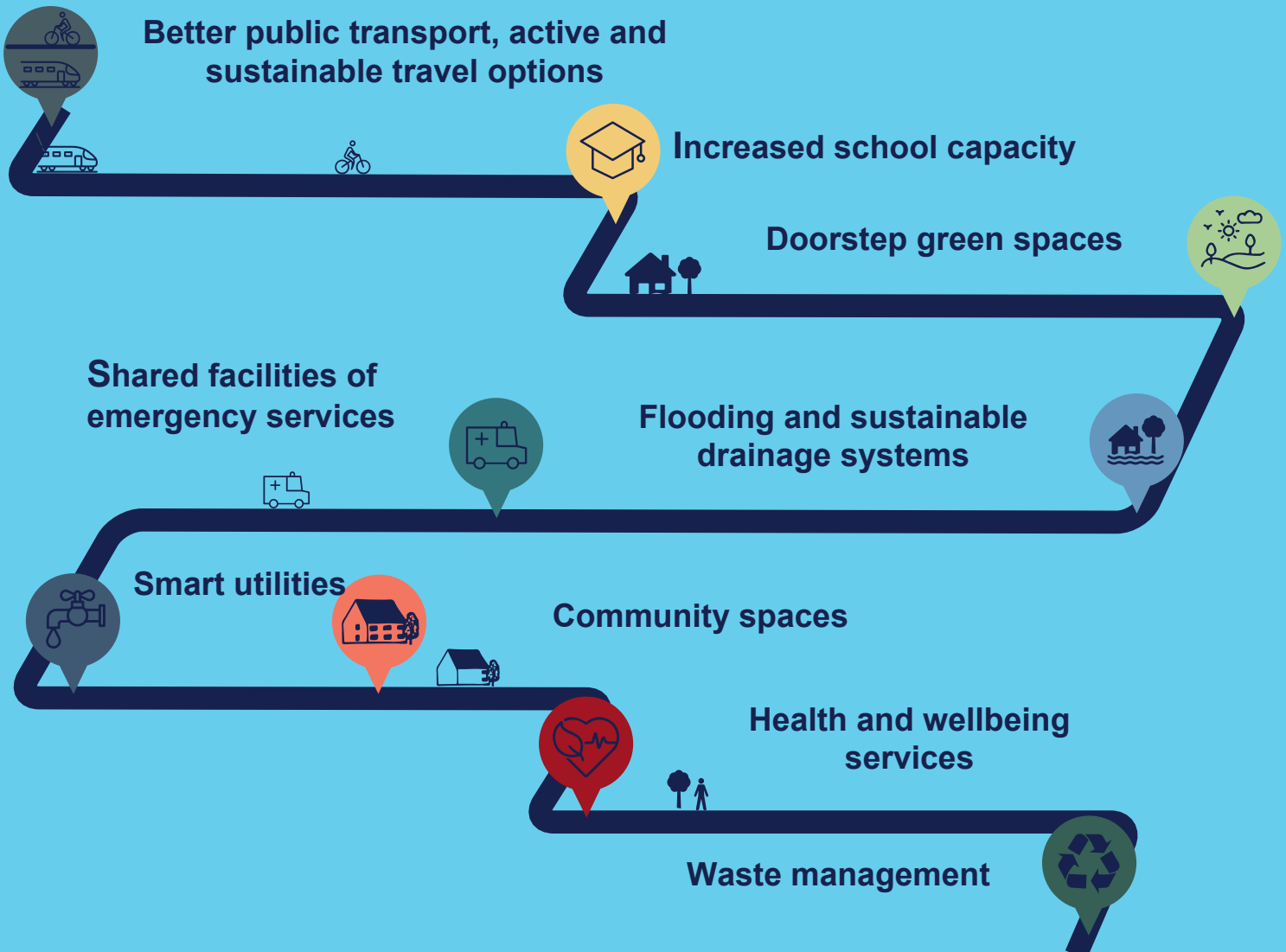


Our employment land



46.8 ha
minimum new employment land planned by 2040²
- that's the same as 87.5 football pitches

What new infrastructure do we need?



1. Office for National Statistics Census 2021

2. Housing and Economic Needs Assessment (Newcastle-under-Lyme Borough Council 2020)

Infrastructure considerations by sub areas

The whole borough

- Gigafast Staffordshire - providing lightning-fast, reliable broadband to homes and businesses
- More active and sustainable travel options e.g. priority cycle networks
- Better planned green infrastructure, green networks and corridors
- Access to high quality green space
- Access to infrastructure for health and wellbeing services
- Improving local waste recycling infrastructure

1. Urban Centre

- New sports facilities
- Increasing school capacity
- Crossborder pupil movement between Newcastle & kidsgrove urban area and Cheshire East & Shorpsire

2. Strategic Centre

- Digital infrastructure - Smart Newcastle roll out of public town centre WiFi
- A green bus station powered by solar energy
- New sports facilities
- A skills and innovation centre
- Flood prevention and mitigation
- Crossborder pupil movement between Newcastle urban area and Stoke
- Improvements to green assets and biodiversity across Stoke and the urban area of Newcastle

3. Rural Area: Central

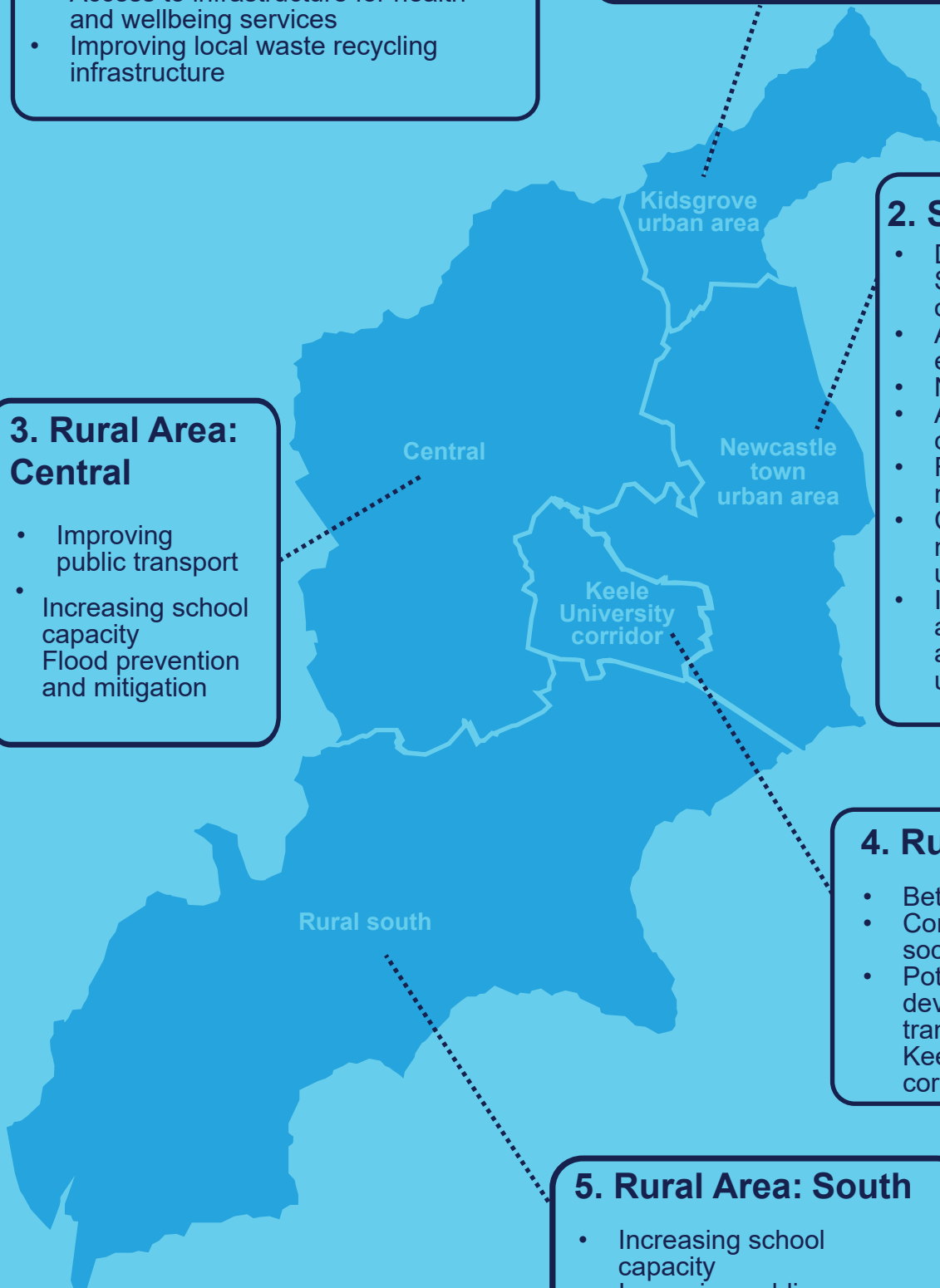
- Improving public transport
- Increasing school capacity
- Flood prevention and mitigation

4. Rural Area: Keele

- Better public transport
- Community facilities for social events
- Potential opportunity to develop a BRT (bus rapid transport) network for Keele-Newcastle-Hanley corridor

5. Rural Area: South

- Increasing school capacity
- Improving public transport



Chapter 1

Introduction

Purpose of this report

1.1 Newcastle-under-Lyme Borough Council commissioned LUC and Navigus Planning to prepare an Infrastructure Delivery Plan (IDP) to support the Council's emerging Local Plan. The Local Plan is at the Regulation 18 consultation stage. The draft Local Plan consultation sets out the amount of housing and employment development and supporting infrastructure required. It also identifies the main locations where the Council consider this development should take place.

1.2 Building upon on the previous Newcastle-under-Lyme Borough Council's Infrastructure Baseline Report (2021), this document describes the existing infrastructure provision in Newcastle-under-Lyme and defines the key infrastructure planning issues and opportunities arising from the potential development sites, based on a review of the existing evidence base and engagement with infrastructure providers in early 2023. It is a key part of the evidence base which supports the draft Local Plan (Regulation 18) consultation at this stage.

1.3 This document should be read in conjunction with the 'draft interim infrastructure schedules' in **Appendix A**, which sets out the potential infrastructure required to support the scale of development included in both the extant and emerging Local Plans. The draft interim infrastructure schedules set out the type, location, relevant growth areas, priority, phasing, costs and funding sources for each infrastructure scheme where this information is known.

1.4 The main function of an IDP is in identifying the future infrastructure requirements of development proposed in the Newcastle-under-Lyme Borough Council's draft Local Plan and ensuring such proposals are in place, or will be

put in place, to deliver that infrastructure required over the plan period. In addition, the document also acts as a tool for ongoing discussion and engagement on infrastructure issues with collaborating partners and an opportunity to understanding funding options and responsibilities.

1.5 The nature of planning for infrastructure provision is dynamic – the context changes constantly due to new evidence, changing priorities, changes to available funding streams and technologies. As such any infrastructure report must be regarded as a ‘snapshot’ in time and that the infrastructure picture will continue to evolve after its publication. In light of this context, it should be noted that this report and its accompanying infrastructure schedules are interim documents, which will continue to be updated through the local plan making process. Further engagement will be sought with the relevant stakeholders through the future Newcastle-under-Lyme Draft Local Plan consultation stages.

Structure of this report

- **Chapter one** (this chapter) sets out the scope of the IDP, how it relates to national planning policy and guidance and the way in which it supports the Local Plan process;
- **Chapter two** sets out the development context of Newcastle-under-Lyme, including a review of planned development and strategic infrastructure proposals in the surrounding areas, and provides a high-level review of the potential development options within the borough;
- **Chapter three** sets out the infrastructure baseline and key infrastructure planning matters likely to arise as a result of the development sites included in the Council’s draft Local Plan consultation;
- **Chapter four** provides a summary of the report;
- **Appendix A** includes an infrastructure schedule identifying projects that are according to their categories (as described in chapter 1: scope of this assessment);

- **Appendix B** includes a map showing the location of potential development allocations which have been included in the Draft Newcastle-under-Lyme Local Plan and used to inform this report;
- **Appendix C** includes a list of the organisations who attended the infrastructure planning workshops used to inform this report.

National policy and guidance and the emerging context

National policy

1.6 The National Planning Policy Framework (NPPF) [See reference 1] sets out that the purpose of the planning system is to contribute to the achievement of sustainable development. It goes on to describe what this means in terms of plan making, setting out that all plans should “*promote a sustainable pattern of development that seeks to: meet the development needs of their area; align growth and infrastructure; improve the environment; mitigate climate change (including by making effective use of land in urban areas) and adapt to its effects*” .

1.7 Further to this, the NPPF states at paragraph 20 that Local Planning Authorities should include strategic policies which make sufficient provision for:

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

National guidance

1.8 Further advice is contained in the National Planning Practice Guidance (NPPG):

1.9 *"At an early stage in the plan-making process strategic policy-making authorities will need to work alongside infrastructure providers, service delivery organisations, other strategic bodies such as Local Enterprise Partnerships, developers, landowners and site promoters. A collaborative approach is expected to be taken to identifying infrastructure deficits and requirements, and opportunities for addressing them. In doing so they will need to:*

- *assess the quality and capacity of infrastructure, and its ability to meet forecast demands. Where deficiencies are identified, policies should set out how those deficiencies will be addressed; and*
- *take account of the need for strategic infrastructure, including nationally significant infrastructure, within their areas" [See reference 2].*

Emerging context

1.10 The Levelling Up and Regeneration Bill, which is currently at committee stage in the House of Lords, sets out a direction of travel for planning and supports the levelling up agenda. It also seeks to streamline the planning process, while attaching greater weight to development plans. The Bill contains powers to allow the government to scrap the Community Infrastructure Levy (CIL) outside Greater London and Wales and scale back planning obligations provided through legal agreements made under s106 of the Town and Country Planning Act 1990. The Bill also includes powers to allow the government to impose a new Infrastructure Levy. The new Levy will be set locally by local planning authorities, with the current intention that financial contributions will be based on the gross-value of the property when sold, rather than on floorspace. The thresholds of the Levy may vary based on the context of a given site, for example whether the property is positioned on brownfield or greenfield land – based on evidence prepared when the levy is set. These changes could lead to

improved flexibility and consistency, but the levy is proposed to first be developed through extensive consultation [See reference 3] and trial runs over a 10-year period.

1.11 It is proposed that the new Infrastructure Levy will be non-negotiable – all local planning authorities will need to adopt it. To help protect and ensure the validity of levy charges, section 204Q of the Bill will require all Local Authorities to produce an ‘Infrastructure Delivery Strategy’ that sets out how financial assets raised through the levy will be used to provide needed infrastructure in their area.

1.12 Other provisions of the Bill to improve infrastructure delivery include a new duty on infrastructure providers to actively engage with Local Authorities during the plan making process. This has the potential to ensure plans are made with full knowledge of realistic implementation capabilities but may also provide infrastructure providers with greater control over the direction of any new local plans.

Scope of this assessment

1.13 This IDP sets out the infrastructure baseline in relation to all of the relevant matters as set out in section below titled ‘Scope of this assessment’. As the Newcastle-under-Lyme Local Plan Review continues, the IDP will be further developed to consider the infrastructure needs of proposed growth in more detail, as well as how these will be funded and delivered, by whom and when.

1.14 The assessment covers the following infrastructure categories:



■ Transport

- Including rail, bus, road, walking and cycling



- Education

- Including early years and childcare, schools (primary and secondary), and special education needs



- Health and wellbeing

- Including healthcare such as GPs, hospitals and mental health, adult social care, community health care



- Green and blue infrastructure and sports

- Including all areas of green infrastructure such as nature reserves, open spaces as well as indoor and outdoor sports provision



■ Utilities

- Water supply and treatment, Electricity, Gas, renewable energy and broadband and telecommunications



■ Waste management

- Including waste collection and disposal



■ Flooding and Drainage

- Including flood defence and surface water drainage infrastructure



- Community

- Including libraries, community centres, youth centres and cemeteries



- Emergency Services

- Including Police, Fire and Rescue and Ambulance

Methodology

1.15 The IDP has been produced following a literature review, discussions with infrastructure providers, neighbouring councils and officers of Staffordshire County Council and Newcastle-under-Lyme Council officers via virtual meetings, calls, emails and stakeholder workshops. A list of attendance for the infrastructure planning workshops is presented in **Appendix C**.

1.16 The infrastructure schemes required for adopted and proposed development are set out in a spreadsheet that accompanies this report (called the 'infrastructure schedule'). The infrastructure schedule sets out the type, location, relevant growth areas, priority, phasing, costs and funding sources for each infrastructure scheme where this information is known. The definition used to define priority categories for infrastructure is set out below:

- **Essential Infrastructure** is that which is required to make development happen in a timely and sustainable manner. Such infrastructure is therefore needed to ensure that impacts of development are mitigated and that new development comes forward with necessary supporting facilities. Not investing in this infrastructure may well result in delays to development coming forward. Examples of essential infrastructure associated with developments are roads, public transport improvements, schools, and foul water upgrades.

- **Other Infrastructure** is that which is important to meet the overall cumulative needs of developments but is not seen as likely to prevent an individual development coming forward in the short-term.

Supporting the Newcastle-under-Lyme Local Plan Review ‘Draft Local Plan’ consultation

1.17 This document supports the Draft Local Plan Consultation (also known as Regulation 18 stage due to the wording of relevant legislation) by setting out the existing infrastructure provision in Newcastle-under-Lyme and the infrastructure planning matters which are likely to emerge over the Local Plan Review period (to 2040) and beyond, as well as recommended infrastructure planning objectives.

1.18 It is important to note that this report has been prepared at an early stage of Local Plan development. As a result, there are some evidence bases which were still being developed as this report was prepared, and were unavailable to feed into it. Future iterations of the IDP, produced to support future Newcastle-under-Lyme Local Plan Review consultation stages, will be informed by more detailed evidence as it becomes available.

1.19 The potential development sites presented in this report are based on the site selection process that is set out in the Newcastle-under-Lyme Borough Council Strategic Housing and Employment Land Availability Assessment 2022 (SHELAA) [See reference 4]. The SHELAA has informed the plan-making process so far, but it should be noted that the inclusion of sites at this stage does not mean that it will be allocated for development or granted planning permission. It is one piece of the evidence base for plan making decisions, just as the IDP is another piece of evidence that will be used come to infrastructure requirements on selected sites.

Chapter 2

The Newcastle-under-Lyme IDP context and potential growth approach

Newcastle-under-Lyme context

2.1 The Borough of Newcastle-under-Lyme is a local government district in Staffordshire, England.

Population

2.2 In 2021, Newcastle-under-Lyme had a population of 123,300 with 60,300 males and 62,800 females. This is a decrease of 0.5% from 123,900 in 2011. Nearby areas like Cheshire East and Shropshire have seen their populations increase by around 7.7% and 5.7%, respectively, while others such as Stoke-on-Trent saw a smaller increase (3.8%) and Staffordshire Moorlands saw a decrease of 1.3%. 61.9% of people in Newcastle-under-Lyme are aged 16-64 (63.4% of men and 61.3% of women which is the same as the West Midlands average (61.9%) but is lower than the national average of 62.9% **[See reference 5]**. The overall population of Newcastle-under-Lyme is projected to increase by 5% until 2027, with more than 15% increase in people aged 65 and 27% increase in people aged 85 and over. The rate of increase in the number of older people in Newcastle-under-Lyme is faster than the England average and equates to 900 additional residents aged 85 and over by 2027 **[See reference 6]**.

Economy

2.3 60,300 people in Newcastle-under-Lyme are economically active, with 53,500 employees and 6,800 people self-employed. Of this, the majority of people work full time (65.9%), with 34.1% working part time. Educational attainment remains generally below the national averages, with 36% of people achieving NVQ4 qualifications, compared to the West Midlands (38.9%) and the UK (43.6%) [See reference 7]. The majority of people in Newcastle-under-Lyme work in Wholesale and Retail Trade (20.5%), followed by Education (13.6%) and Human Health and Social Work Activities (11.4%). Unemployment in Newcastle-under-Lyme is higher than the national average at 3.8% (compared with 3.7%), but is lower than the regional average of 4.9%. Of those residents of working age in Newcastle-under-Lyme, 10.4% are claiming out of work benefits, which is lower than both the averages for the West Midlands (12.2%) and the United Kingdom (11%) [See reference 6].

Settlement size

2.4 The town of Newcastle-under-Lyme is the largest settlement in the Borough. It comprises the town centre, three local centres and a number of wards. Kidsgrove is the next largest settlement in the district, followed by several smaller rural centres and key villages towards the south and west of the district.

Proposed growth

2.5 In Accordance with the current Local Plan position (as at March 2023), the Council's preferred growth option is to deliver a minimum of 7,000 new homes and 46.8 hectares of employment land over the plan period between 2020 and 2040.

2.6 To align with the emerging Local Plan policy for the settlement hierarchy , **Figure 2.1** sets out five sub areas within the Borough. The sub areas do not have definitive boundaries, and they take account of the designated

neighbourhood areas [See reference 8], as well as the proposed development pattern, and approximate levels of growth that are proposed to come forward in Newcastle-under-Lyme. The anticipated housing numbers presented here are rounded and based on the Council's sites information dated in February 2023. They include net dwellings, as well as completed and committed (not yet constructed) developments from 2020. Together, they provide a spatial picture of Newcastle-under-Lyme that can be used to aid infrastructure considerations. The five sub areas are:

■ **Urban centre: Kidsgrove urban area –**

- Comprises wards of Kidsgrove & Ravenscliffe, Talke and Butt Lane, Newchapel and Mow Cop; and
- Has designated Kidsgrove neighbourhood area boundary; and
- Is anticipated to deliver approximately 900 dwellings.

■ **Strategic centre: Newcastle-under-Lyme -**

- Comprises wards of Bradwell, Clayton, Brackley and Red Street, Cross Heath, Holditch and Chesterton, Knutton, Maybank, Silverdale, Thistleberry, Town, Westbury Park and Northwood, Westlands, Wolstanton; and
- Has designated Silverdale neighbourhood area boundary; and
- Is anticipated to deliver approximately 4,000 dwellings.

■ **Rural area: central –**

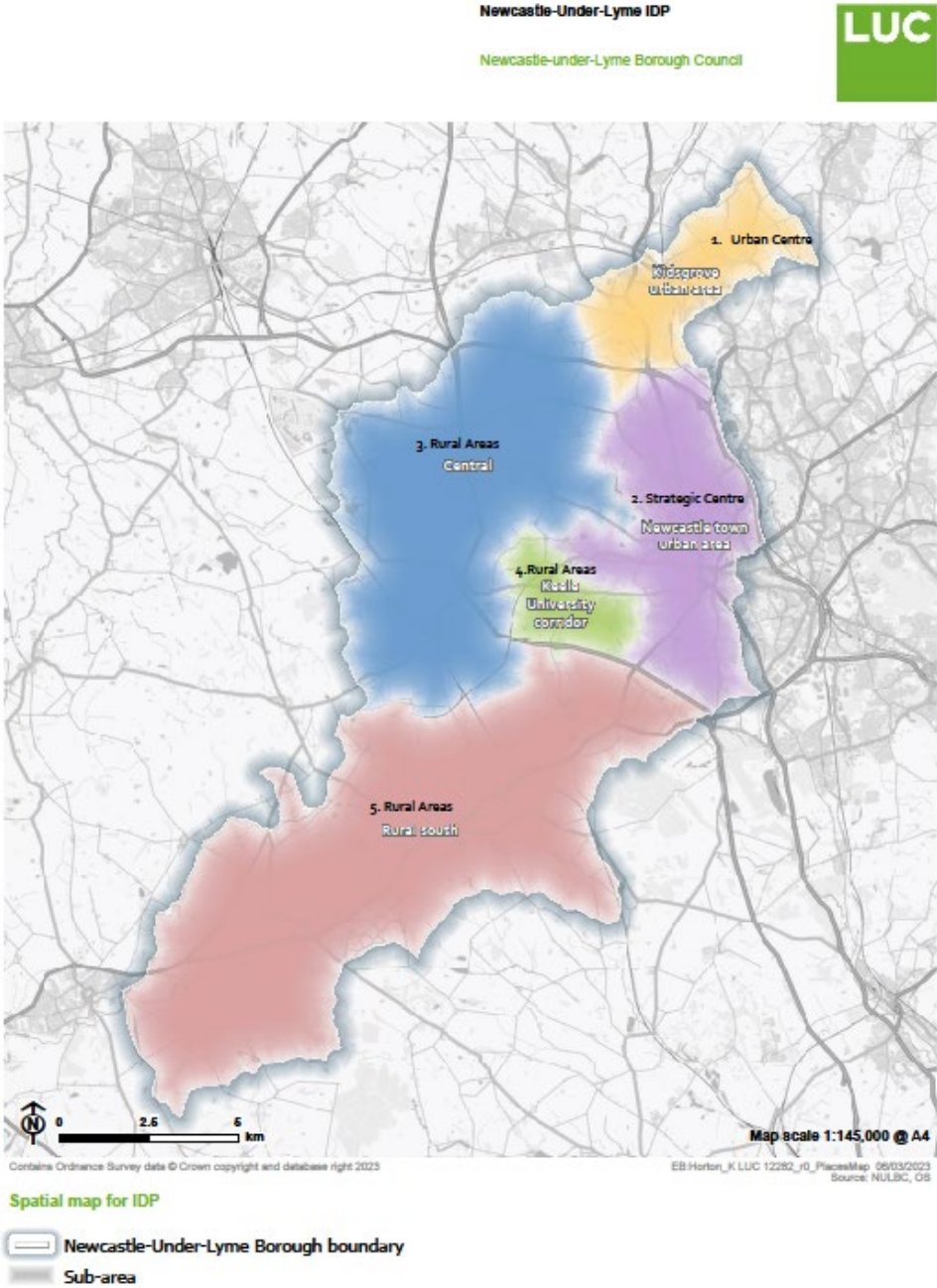
- Comprises wards of Audley, Madeley and Betley, Madeley and Madeley Heath; and
- Has two adopted neighbourhood plans - Betley, Balterley and Wrinehill Neighbourhood Plan [See reference 9] and Madeley Neighbourhood Plan [See reference 10]; and one emerging neighbourhood plan within the designated Audley neighbourhood area [See reference 11]; and
- Is anticipated to deliver approximately 900 dwellings.

■ **Rural area: Keele University corridor -**

- Comprises the ward of Keele and Keele University Hub; and

- Has a designated Keele neighbourhood area; and
- Is anticipated to deliver approximately 500 dwellings.
- **Rural area: south -**
 - Comprises wards of Maer and Whitmore, Loggerheads; and
 - Has an adopted Chapel and Hill Chorlton, Maer and Aston, and Whitmore Neighbourhood Plan **[See reference 12]**; and
 - Is anticipated to deliver approximately 500 dwellings.

Figure 2.1: Draft Local Plan sub areas



Strategic overview of growth in the surrounding areas and key cross border infrastructure projects

Surrounding context

2.7 Infrastructure capacity and requirements within Newcastle-under-Lyme will be affected by housing and economic growth in the surrounding areas.

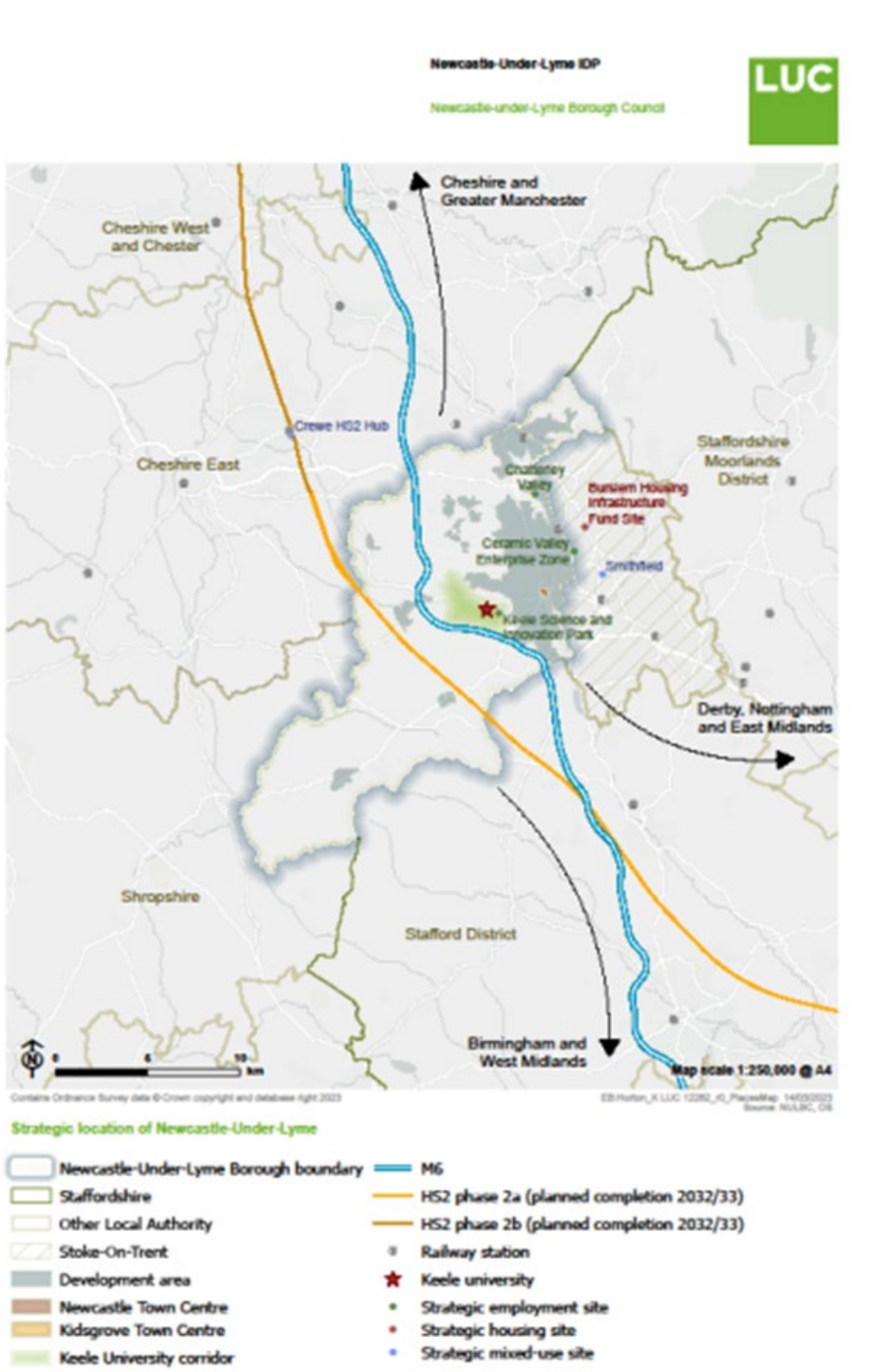
Strategically, this includes:

- The influence of significant labour market relationships with surrounding regions. Cheshire and the Greater Manchester region lie to the north. Derby, Nottingham and East Midlands lie to the east. Birmingham and the West Midlands conurbation lie to the south;
- The location of the Borough in relation to the M6 motorway, which runs north-south through the heart of the borough. The route is a vital national link;
- The Borough's proximity to the City of Stoke-on-Trent, a significant centre for economic opportunities, education and culture. In 2020, the government announced that they would apply a 35% uplift for assessing the local housing need to London and other 19 authorities, including Stoke-on-Trent [\[See reference 13\]](#). It is expected to create additional pressure on existing infrastructure in Stoke-on-Trent and its neighbouring authorities, such as public transport, schools, medical facilities etc..

2.8 The Staffordshire and Stoke-on-Trent Strategic Infrastructure Plan 2018 - 2038 (SSSIP) [\[See reference 14\]](#) sets out key countywide infrastructure projects and potential cross-boundary implications. This covers the district areas of Cannock Chase, East Staffordshire, Lichfield, Newcastle-under-Lyme,

South Staffordshire, Stafford, Staffordshire Moorlands, Stoke-on-Trent, and Tamworth. This IDP report takes account of the SSSIP findings.

Figure 2.2: Locational context



Growth in neighbouring districts

2.9 The neighbouring district councils are at different stages of Local Plan preparation, with some having Local Plans that are more recently adopted than others. A summary of the neighbouring district councils' local plans is provided below. As appropriate, the growth requirements in surrounding areas are based on their adopted development plans. Where there is an emerging plan, the report has applied the proposed growth targets as per the latest published draft Local Plans (correct as March 2023).

2.10 In relation to strategic infrastructure which may have cross boundary implications affecting Newcastle-under-Lyme, the Council will undertake further engagement with surrounding districts in identifying the most strategic, high-level schemes which have the greatest potential to affect residents and employees in Newcastle-under-Lyme. The findings from these discussions will be used to inform the next iterations of the IDP.

Summary of growth requirements in surrounding districts

Table 2.1: Neighbouring authorities' local plan progress

Local Plan Authorities	Local Plan status	Current / Emerging Housing Targets	Current / Emerging Employment Targets
City of Stoke-on-Trent	Ongoing Local Plan Review: Stoke-on-Trent Local Plan: Issues and Options Consultation (May 2021)	3,565 new homes (713 per annum) – based on 5 year housing land supply (2021-2026)	132ha – 137ha employment land

Local Plan Authorities	Local Plan status	Current / Emerging Housing Targets	Current / Emerging Employment Targets
Stafford[See reference 15]	Stafford Borough Local Plan 2020 – 2040: Preferred Options Document	10,700 new homes (535 new homes per annum) for the plan period	At least 80 hectares of new employment land for the plan period
Staffordshire Moorlands[See reference 16]	Staffordshire Moorlands Local Plan 2014 – 2033 (Adopted)	6,080 new homes (320 new homes per annum) for the plan period	At least 32 hectares of new employment land for the plan period
Cheshire East[See reference 17]	Cheshire East Local Plan Strategy 2010-2030 (Adopted)	At least 36,000 new homes (1,800 per annum) for the plan period	At least 380 hectares of new employment land for the plan period
Shropshire[See reference 18]	Pre-submission Draft Shropshire Local Plan (2016 – 2038)	Around 30,800 new homes (1,400 new homes per annum) for the plan period	Around 300 hectares new employment land for the plan period

Overview of Development Options

2.11 The Newcastle-under-Lyme draft Local Plan Regulation 18 consultation includes strategic and small development sites which have the potential to come forward to help deliver the housing and employment needs of the district. These sites (position updated in February 2023) are shown in a development site map, which is included in **Appendix B**. The infrastructure requirements of these sites have been assessed where the information is known at this stage and are discussed in the following report where appropriate. Please note that these sites are not the final list of the Council’s proposed Local Plan site allocations and they will continue to evolve as the evidence emerges.

Chapter 3

Infrastructure baseline and planning matters arising from the potential development sites

3.1 This chapter describes the current infrastructure provision within Newcastle-under-Lyme and the infrastructure planning issues and opportunities arising from the potential development sites.

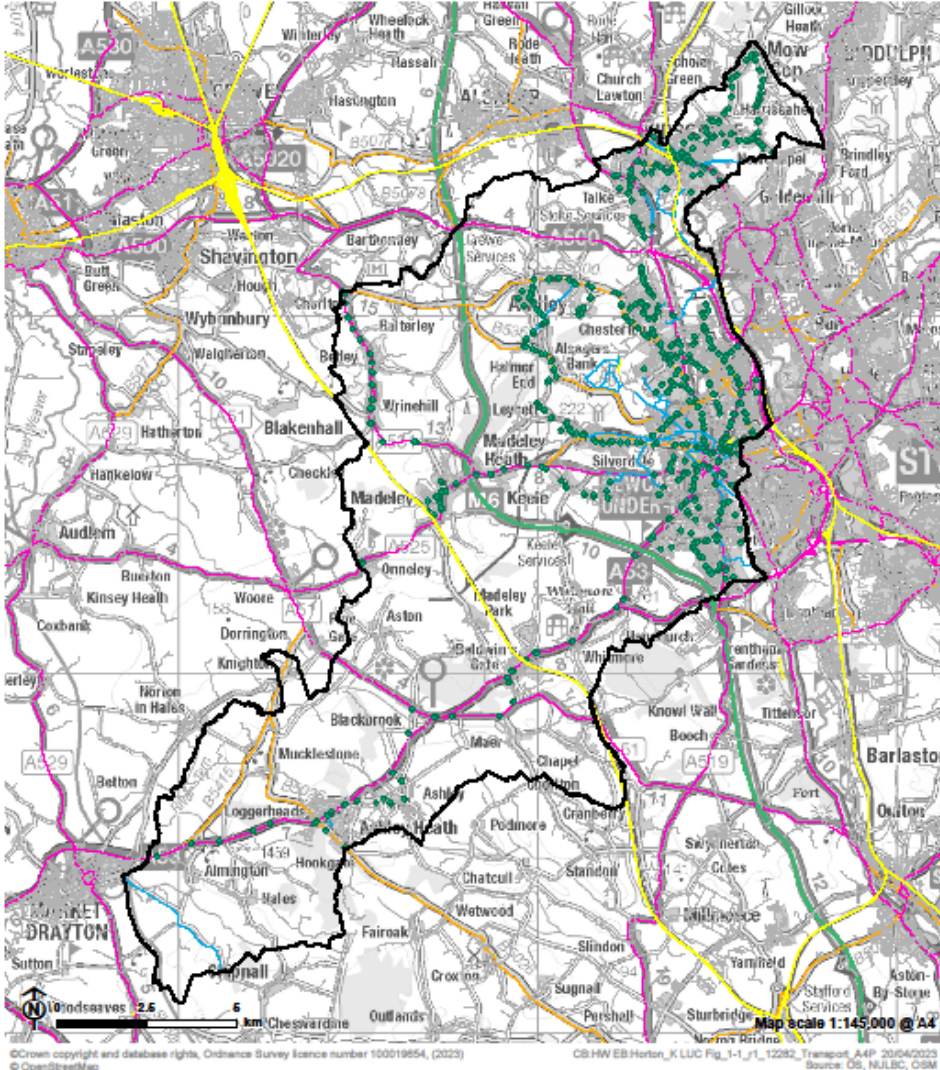
Transport

Overview

3.2 Building upon on the existing information as summarised in the Council's Infrastructure Baseline Report 2021 [See reference 19], Newcastle-under-Lyme Borough Council officers are working closely with Staffordshire County Council and Stoke-on-Trent City Council to produce evidence in relation to local accessibility analysis and traffic modelling. Due to different timetable of the evidence reporting, future iterations of the IDP will take account of published assessments undertaken by the Council. In addition, the Council has been continuing to engage with the key service providers to establish an up to date picture of railway, buses and other sustainable travel modes provision in the Borough. These discussions will be used to further inform infrastructure requirements and will be reflected in the next stage of the IDP work.

3.3 Figure 3.1 sets out key transport corridors and links within the Borough.

Figure 3.1: Existing transport networks



1.1 Baseline Infrastructure - Transport

- Newcastle-under-Lyme Borough Boundary
- Cycle route
- Railway
- Motorway
- A road
- B road
- Other road
- ◆ Bus stop

Current context

The rail network

3.4 Rail connectivity in Staffordshire is currently provided through a comprehensive rail network and a number of different franchises. The West Coast Main Line is 700 miles in length from London Euston to Glasgow via Birmingham providing fast services from a number of Staffordshire stations to London. It is one of the busiest freight routes in Europe and part of the Trans-European Transport Network (TEN-T) route, carrying 40% of all UK rail freight traffic. There are at least 14 train operator companies using this line.

3.5 Cross Country operate services from the South Coast, Reading, and Birmingham to Manchester calling at Stafford and Stoke-on-Trent [See [reference 20](#)].

Existing Infrastructure Capacity and Issues

3.6 Newcastle-under-Lyme has no railway station within the Borough. The nearest railway stations to Newcastle-under-Lyme are both located within Stoke-on-Trent – Stoke-on-Trent railway station and Kidsgrove railway station. These train stations are served by trains on the Crewe to Derby Line, which runs via Stoke-on-Trent and Uttoxeter currently suffers from overcrowding [See [reference 21](#)].

3.7 Stations in the south of the county provide rail links to Birmingham city centre within a 20-40 minute journey time whilst in the north of the county are within a 40 minute journey time of Manchester Piccadilly allowing for relatively short commuter journeys. Network Rail's Market Study for Regional Urban Centres (October 2013) suggests growth of between 24% and 114% for travel into Birmingham and Manchester by 2043 indicating the ongoing importance of these routes.

3.8 Across the UK rail network in the last two decades, passenger numbers have doubled and the volume of rail freight has increased by 70%, with further growth is forecast. Consequently, there is demand for greater capacity on all rail lines across Staffordshire & Stoke-on-Trent, especially on commuter services. The two busiest railway stations are Stoke-on-Trent and Stafford.

3.9 The government is supporting a significant rail modernisation programme which includes the construction of HS2. Network Rail invested over £38bn in the five years to 2019 (Control Period 5) on new rolling stock and modernisation including remodelling and a new flyover north of Stafford at Norton Bridge and the electrification and line speed increase of the Chase Line [\[See reference 22\]](#).

3.10 There are six Train Operating Companies (TOCs) running services in Staffordshire and Stoke-on-Trent currently and these will continue to be refranchised up to 2038 depending on future policy changes. Three franchises that have been announced in recent years include the East Midlands (Crewe – Derby Line), the West Midlands and Northern (Stoke-on-Trent – Manchester) franchises.

3.11 Network Rail's West Midlands and Chilterns Route Study (2017) [\[See reference 23\]](#) identified 3,300 extra seats on key commuter routes and 2,900 extra seats on long distance services by 2024. Longer trains have already been introduced on the Crewe to London Euston service and extra capacity is being delivered through new rolling stock as part of the new franchises. There may be a requirement in the future to extend the platforms at a number of stations within Staffordshire and Stoke-on-Trent to enable longer trains to call at these locations. The current satisfaction levels and likely continued increases in patronage also clearly indicate a need to upgrade a number of stations throughout the county.

3.12 High Speed Two (HS2) services will pass through Staffordshire when Phase 1 is operational. HS2 services will stop at Stafford Station and will improve journey times and connectivity to London and Birmingham. Phase 2b will provide further improvements in journey times and capacity from Stafford to

London, Birmingham and the North West, while releasing capacity on West Coast Main Line services for other Staffordshire & Stoke-on-Trent stations [See reference 24]. However, the latest government announcement in March 2023 has indicated that they plan to postpone the construction of parts of the HS2 line between Birmingham, Crewe and Manchester by two years. This means that the line to Crewe within the Newcastle-under-Lyme Borough Council (through the parishes of Whitmore and Madeley) and Staffordshire County Council areas, may not be open until 2036, and Manchester not until 2043. The Council will continue to engage with the government, the County Council and other key stakeholders to understand the full social and economic implications of the delay of HS2 [See reference 25].

3.13 From Autumn 2024 the management of railways will be undertaken by a new public body called Great British Railways [See reference 26]. This body will integrate the railways, owning the infrastructure, collecting fare revenue, running and planning the network, and setting most fares and timetables. The purpose of this reform is to deliver improvements to ticketing, timetables and capacity. As this change has been announced recently it is unclear at this stage what the direct implications will be in Newcastle-under-Lyme.

The bus network

3.14 Staffordshire County Council (OCC) is the local transport authority covering Newcastle-under-Lyme. Bus services connect the main towns in Staffordshire & Stoke-on-Trent and provide cross-boundary links with neighbouring authorities and towns. Whilst bus services have declined in recent years, they continue to provide vital connections between people, services and places of work and enable people to make more sustainable travel choices. It is important to note that bus services have been seriously affected by the COVID-19 pandemic and have received significant public funding to maintain the financial position of operators.

3.15 In accordance with the Staffordshire Bus Service Improvement Plan (2021) [See reference 27], Staffordshire & Stoke-on-Trent's bus network is operated by several private operators including Arriva Midlands (the main operator in

Staffordshire), First Potteries (operating many services in Newcastle-under-Lyme - both within the wider Stoke-on-Trent conurbation as well as longer-distance routes to locations such as Keele and Stafford), D & G Buses, and National Express West Midlands who are significantly increasing their presence in the county. Diamond Bus, Stagecoach and Select Buses also operate services on selected routes.

3.16 Newcastle-Under-Lyme Bus Station is located in the town centre. The station is served by 53 local services, most of which are run by First Potteries Ltd and D&G Buses. The main bus operator between Stoke-on-Trent and Newcastle-Under-Lyme is First Potteries. Two thirds of residents live within 350m of a bus stop with a half-hourly service between 8am and 6pm Monday to Friday. However, there are still residents who struggle with access to services. Accessible public transport is therefore key to sustainable development in the Borough.

3.17 There are 65 flexible transport operators in Newcastle-under-Lyme. Shopmobility and Mobility as a Service (MaaS) operator services, such as Uber, are part of the ensemble of transport choices available to people in plan area.

3.18 In order to reduce per capita road transport emissions, Staffordshire County Council wish to improve walking, cycling and bus facilities, and are promoting their use to encourage a modal shift away from car use.

3.19 Bus policy and infrastructure investment is considered in the District Integrated Transport Strategies. The main issues currently facing the Councils, operators and passengers include:

- Declining patronage levels. Since 2009/10, patronage in Staffordshire and Stoke-on-Trent has declined by 25% and 33% respectively; and
- Unreliable journey times are a county wide issue resulting from congestion and a lack of bus priority infrastructure; and
- Ongoing cuts to low demand services due to funding cuts and low passenger revenue.

3.20 Staffordshire County Council continues to work in partnership with bus operators with the aim of increasing passengers on commercial services. This includes providing suitable roadside stops within 350 metres of new residential developments and, where necessary, the delivery of traffic management measures to help improve the operation of bus services. To encourage bus use, a number of town centres across Staffordshire are delivering Local Town Packages to improve the public realm and facilities at bus stations and bus stops.

3.21 In addition, there are plans to give buses priority over other traffic on key bus routes in Stafford and Stoke-on-Trent. This includes proposals on Basford Bank involving a bus gate at the bottom of the A53 Etruria Road, by the A500 roundabout. This will build on the successful delivery of other schemes including £10m of new public realm improvements in Stoke-on-Trent, a £4.8m Cycle Stoke project and £15m City Centre Bus Station.

3.22 Bus operators are continuing to invest in modern vehicles with lower emissions, GPS and contactless technology for ticketing and real time information systems. To maximise the accuracy of this data, bus stations and bus stops on key routes are being upgraded to include Real Time Passenger Information systems [\[See reference 28\]](#).

The road network

3.23 Staffordshire has excellent national road connections providing for local and strategic north-south and east-west movements. Strategic highway routes, which are managed and maintained by National Highways, include the M6, M54, A50, A5, A38, A449 and A500, and facilitate strategic and local inter-urban connections for commuting, business travel, freight, and leisure journeys whilst providing strategic links to key urban centres. These routes are supplemented by the Major Road Network (MRN) which covers the busiest and most economically important 'A' roads in the county which are the responsibility of Staffordshire County Council and Stoke-on-Trent City Council.

3.24 The A50 provides the strategic east-west route for traffic in the north of the county routing from Crewe to M1 J24A for Nottingham in the east. This route acts as a bypass for Uttoxeter and Derby. Opportunities for smarter running along the A50/A500 and A38 corridors are currently being considered as part of the work of Midlands Connect.

3.25 In terms of the local highway network, the priorities relate to the management of peak hour traffic demand on the major routes which serve the main urban centres of Stoke-on-Trent Burton-on-Trent, Stafford, Tamworth, Lichfield, Newcastle-under-Lyme and Cannock.

3.26 Staffordshire County Council and Stoke-on-Trent City Council are partners with Midlands Connect, a pillar of the Midlands Engine, who develop and recommend strategic transport projects which will deliver the greatest economic and social benefits for the Midlands Region. Midlands Connect is the Sub-National Transport Body for the Midlands and are currently conducting studies of the A50 / A500, A5, A38, A42, M42, and Midlands Motorway Hub looking at improvements to accelerate growth and protect network resilience.

3.27 By 2040, National Highways aims to have transformed the busiest sections of the Strategic Road Network (SRN) to deliver a freer-flowing network which is safe, serviceable and supports economic growth. Over 100 major schemes worth £11.3 billion have been completed or are currently under construction as part of the first road investment period (RIS1: 2015/16 to 2020/1). This includes the £87.5m M6 Junction 10a to 13 Smart Motorway scheme in Staffordshire which was successfully delivered in 2016 and the M6 Junction 13 to 15 Smart Motorway scheme is currently under construction [\[See reference 29\]](#).

Walking and cycling

3.28 Staffordshire has a network of over 2,500 miles of Public Rights of Way (PRoW) and recreational routes. Several long-distance routes pass through the county including the Staffordshire Way and the Heart of England Way, as well as a range of shorter trails based around the county's Country Parks and

recreational parks. The overall quality of the network available for walking, cycling and horse riding is good.

3.29 The government launched its Local Cycling and Walking Infrastructure Strategy to help local transport authorities deliver their Cycling and Walking Investment plans. Staffordshire County Council published its Local Cycling and Walking Infrastructure Plan (LCWIP) 2021- 2031 in April 2021 [See reference 30]. The Plan is underpinned by a vision, which is to *“Increase people’s connectivity through cycling and walking to employment, education and leisure, leading to positive changes in modal shift, enabling people to lead safer, healthier and more independent lives.”*

3.30 The Plan has recommended a minimum of £31m of investment is required up to 2030/31 on the priority cycle networks and core walking zones in districts including Newcastle-under-Lyme. As a result, 200 schemes have been allocated for short, medium or long-term delivery during this period. These schemes are needed to mitigate the car dominated town centre environment within Newcastle-under-Lyme and will provide greater permeability through urban areas. The LCWIP sets out that footways around the ring road are a major cause for concern and Ryecroft, Lower Street and Barracks Road are significantly below the minimum level of provision. Newcastle-under-Lyme Council will continue to engage with the County Council to discuss schemes within the Borough.

3.31 Staffordshire County Council undertook an audit of the priority cycling routes and town centre walking zones to help identify schemes that are expected to be effective and deliverable. The results for the urban areas have revealed that Newcastle-under-Lyme’s priority cycle network may be the most challenging to improve as large sections are on heavily trafficked A roads. The walking audit of town centre routes (excluding pedestrian priority areas) has revealed that Newcastle-under-Lyme is the lowest performing centre within the county due to the inclusion of the ring road.

3.32 The majority of the priority cycle routes in Newcastle-under-Lyme are on heavily trafficked ‘A’ roads with large roundabouts to negotiate, for example the

A34 dual carriageway, A525 and A53. Sections of the A34 have no existing footways and crossing facilities on the ring road are dominated by subways with no cycling facilities. At certain locations, the required carriageway width is available to construct new cycle facilities, although often the only option is to consider quieter parallel routes that can be less direct. There are constraints on these routes, such as property boundaries and on-street parking [See reference 31].

3.33 Walking and cycling investments in Newcastle-under-Lyme have focused on key radial cycle routes and upgrading the public realm within the town. Improvements have also been made to routes within the Lyme Valley and along the Greenway (National Cycle Network route 551). Traffic problems within the area has resulted in the designation of Air Quality Management Areas and a Ministerial Direction from Government to reduce air pollution in certain areas by 2023, predominantly along the A53 corridor.

3.34 Cycling and walking investment needs to build on the improvements already made in the town and support the funding that is expected to emerge through the Town Deal and Future High Street Funds, promoting economic growth and supporting the growing student population. Enhancing walking and cycling connectivity to Stoke-on-Trent is also a priority.

Key delivery organisations

- Staffordshire County Council
- Stoke-on-Trent City Council
- National Highways
- Midlands Connect
- Network Rail and various train operators
- Various bus operators
- Canal & River Trust

Funding

3.35 Funding for rail improvements is provided by the UK government and is allocated based on the priorities identified in the Staffordshire Rail Strategy 2016 [\[See reference 32\]](#).

3.36 Funding for highways comes from a range of sources. Strategic highways are maintained by National Highways and new schemes are funded generally by government grants or loans, whilst developer contributions are also put towards these if there is sufficient justification. Local highways (i.e. those managed by Staffordshire County Council) are funded through the council's maintenance budget (which is largely funded by the government) and Local Transport and Connectivity Plan budget, with support from government grants. Developer contributions are also an important element of funding for highway improvements.

3.37 Funding for buses comes from a mixture of sources but the predominant sources include the bus operators as part of their business model, Staffordshire County Council Local Transport and Connectivity Plan allocation, developer contributions and government grants.

3.38 Funding for new cycling and walking infrastructure predominantly comes from Staffordshire County Council funding and developer contributions but is also supported by government grants.

3.39 As set out above, developer contributions are required for transportation improvements in Newcastle-under-Lyme where these can be justified in accordance with the relevant tests for planning obligations [\[See reference 33\]](#) and are secured through Section 106 and section 278 Agreements.

3.40 The Levelling-up and Regeneration Bill [\[See reference 34\]](#) proposes significant changes to infrastructure funding through the planning system. A new Infrastructure Levy is proposed which will be set and adopted locally (by charging authorities who are generally Local Planning authorities) based on a

percentage of the final gross development value. The imposition of the levy by charging authorities will be mandatory. A new infrastructure delivery strategy will also be required from local authorities, to clearly set out how the levy will be spent and how infrastructure will be delivered.

Newcastle-under-Lyme Infrastructure Planning Approach

3.41 Most new development has some impact on the transport network. Hence, improvements to existing transport networks, or provision of new transport projects, may be required in order to mitigate impacts of development. Depending on the circumstances, these may be provided through a developer contribution.

3.42 In the case of transport mitigation required, this would be scoped taking account of relevant planning and transport documents including Newcastle-under-Lyme Borough Council's supplementary planning document on developer contributions [See reference 35], and other transport related documents [See reference 36].

3.43 Staffordshire County Council is Newcastle-under-Lyme's local highway authority and is therefore responsible for the management and maintenance of the adopted highway network within the District (apart from trunk roads which are managed by National Highways). Staffordshire County Council's strategy for managing growth and its impacts on the transport infrastructure of the District is to locate development in sustainable locations, identifying appropriate and deliverable measures to meet transport needs.

3.44 All new development in the District may be required to offer either financial or 'in-kind' contributions to mitigate the transport impacts of any development. This is to support the delivery of necessary infrastructure and service improvements, for example facilitating travel by sustainable modes and / or enhancing the strategic road and rail networks.

3.45 The threshold, level, and type of contribution sought by the Council is determined on a case-by-case basis, owing to mitigation requirements being site and development specific.

3.46 In addition of local transport mitigation, development contributions will be required for strategic transport schemes related to cumulative growth. The extent of developer contributions is determined using the formula: (Cost of Scheme – Held/Committed Funding – Alternative Funding) ÷ Expected Growth).

Key infrastructure planning matters arising from potential development

3.47 Existing transport policy at national and local levels seek to prioritise more sustainable travel measures such as walking, cycling and public transport over private cars. In accordance with this approach and discussions with transport providers the key infrastructure planning matters arising from potential development is set out below.

3.48 Additional transport evidence will be prepared as the local plan review progresses through the required consultation stages. Future iterations of the IDP will take account of this as appropriate.

Potential Impact on Infrastructure from Development

Sub Area: Kidsgrove Urban Area

BL3 – Land at Slacken Lane, Talke

- Development of BL3 in this area is likely to increase footfall along towpaths and therefore sufficient upgrades to the existing infrastructure are likely to be required. For example, direct pedestrian/cycle access to supermarkets, Kidsgrove Railway Station, and Kidsgrove town centre can be taken from the towpaths of the Trent & Mersey Canal and the Macclesfield Canal, between the existing Congleton Road/Butt Lane housing estates. This also acts as a circular green infrastructure leisure route for the existing community.
- The Canal and River Trust have voiced a desire for a high-quality bespoke design solution to any infrastructure provision due to the sensitive heritage setting of the area, subject to further discussions with the Council and other key stakeholders.

BW1 – Lowlands Road, Chatterley Valley

- Development of BW1 would produce an increase in footfall along the nearby towpaths.
- Around the southern end of the Harecastle Tunnel, there is an opportunity for improving the link between the Lowlands Road and Holywell traffic island.

TK45 and TK47 – Peacock Hay Road, Chatterley Valley

- There is an opportunity to improve the link between the Trent & Mersey Canal towpath around the southern end of the Harecastle Tunnel, as well as the Lowlands Road and Holywell traffic island.

Sub Area: Strategic Centre – Newcastle

3.49 All proposed development sites located within this sub area will benefit from connectivity improvements. The County Council will work with HS2 Ltd to consider the potential for betterment of the walking and cycling network at Swynnerton to Newcastle-under-Lyme, via Beech. This will involve creation of a footway and cycleway to the north of Swynnerton along the road diversion that will replace Stab Lane and Tittensor Road, including sufficient width on the overbridge. This will tie into the A51 and on to bridleways and Bottom Lane and will require an underpass, enhancing connectivity to Newcastle-under-Lyme.

Sub Area: Rural Central

3.50 Sustainable transport led infrastructure solutions are still being developed to appropriately mitigate potential development impacts arising from the following sites:

- AB2 – Park Lane, Moat Lane
- AB32 (Land Nursery Gardens) & AB33 (Land off Nantwich Road / Park Lane (1))
- AB12 Land East of Diglake Street, Bignall End

Education

Overview

3.51 Staffordshire County Council has duties under the Childcare Acts of 2006 and 2016 to ensure that there are enough sustainable and high-quality childcare places for children aged 0 -19 and their families. In addition, duties under the Education Act 2011 require the County Council to provide sufficient school places for 4 -16 olds. As such, education is in the most part provided for by Staffordshire County Council. Free Schools and Academy Schools are outside local authority control but are still influenced by potential growth and are therefore considered in pupil place planning.

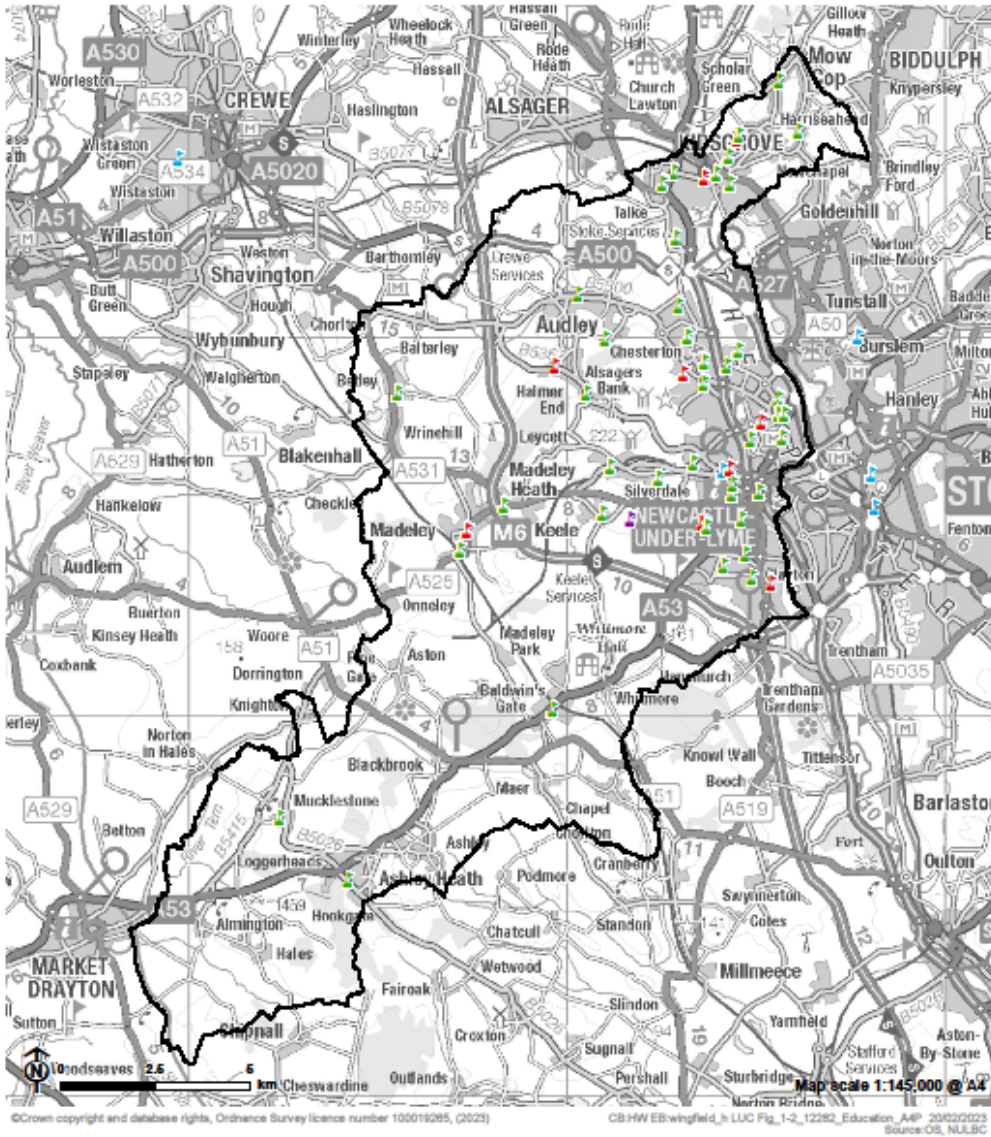
3.52 Private schools and home schooling also contribute to education in the Borough, but these are not considered as part of this IDP. Private schools operate on a different demand model and are not responsible for ensuring all children have a place, and for home schooling because there are minimal infrastructure implications.

3.53 Pupil demand in Staffordshire is calculated using a forecasting model in accordance with the Staffordshire Education Infrastructure Contribution Policy (updated July 2022) **[See reference 37]**. The model uses the county's school census data collected each October to help establish information about where the pupils live and which schools they attend. Information is also passed between different education authorities so the County Council can assess how many Staffordshire Pupils are educated in other Education Authorities and vice versa. For birth and catchment information the County Council uses data supplied by the NHS, which tracks child numbers from birth to Reception age to see if an area is decreasing, increasing or staying the same. It is worth noting that the forecasting on school places will be updated in Autumn 2023, the updated information will be used to inform the next stage of the IDP.

3.54 A two-tier education system, with primary (4-11 years) and secondary (11-16/18 years) schools, operates throughout the Borough. School place planning in the Borough is broken down into two distinct areas, 1) Newcastle and 2) Kidsgrove. Newcastle-under-Lyme has 30 primary schools, one infant school, one junior school and seven secondary schools. Kidsgrove has nine primary schools.

3.55 **Figure 3.2** provides an overview of the location of schools and colleges in the Borough.

Figure 3.2: Newcastle-under-Lyme schools provision



1.1 Baseline Infrastructure - Education

- Newcastle-under-Lyme Borough boundary
- Primary school
- Secondary school
- College
- University

Current context

Early Years and Childcare

3.56 The availability of good quality childcare provision is essential in ensuring children are supported during early development, providing a basis for attainment at the Early Years Foundation Stage and throughout school. Childcare is also essential to allow parents the opportunity to access work, which in turn helps to increase family incomes. Access to flexible, high quality and funded childcare is particularly important for lone parents and low-income families who otherwise may have found access to employment unaffordable.

3.57 Childcare provision in the UK is offered within school settings as well as private, voluntary and independent providers (e.g. childminders). Parents have the choice of where and how to use their free childcare entitlement which could include the use of full-time, part-time or wrap-around care. Schools are responsible for their own admissions, competing with private sector providers, and can choose to offer free full time or part time places.

3.58 In 2021, Staffordshire's Childcare Sufficiency Report [\[See reference 38\]](#) stated that over 90% of childcare providers who have been inspected by Ofsted are rated as good or outstanding, which reflects an improving trend in recent years. At the time of writing the report stated that there are sufficient childcare places in Staffordshire to meet demand. As at Autumn 2020, 4,999 places for two-year-olds were available across the County, with 1,614 vacancies. The vast majority of places were available at day nurseries. A total of 12,298 childcare places for 3–4-year-olds were provided across Staffordshire whilst there were 3,946 vacancies. Place numbers fell dramatically during the first half of 2020 due to the national lockdown brought on by the COVID-19 pandemic. However, places returned to close to normal by Autumn 2020.

3.59 Within Newcastle-under-Lyme, there are 57 childminders, 42 day nurseries and 35 pre-schools. Funded early education places are available for two years olds in the Borough through 'Think2' [\[See reference 39\]](#). Families must meet

specific criteria as the funding is designed to help parents on income support, low-income households, those with Disability Living Allowance or Education and Health Care Plan and those who are in or who have been in care. The availability of childcare places is challenged by the 'hourly rate' paid to providers for free childcare places and the costs of offering these places. This could impact on the sector's ability to grow and respond to future changes in demand. The availability of childcare places is particularly challenged in areas of deprivation where the market rate for a childcare place is lower, reducing provider's ability to 'cross subsidise' places.

3.60 Changes to childcare funding announced in the March 2023 Budget may help to reduce pressure on child-place funding in the longer term [See [reference 40](#)]. The future profile of childcare places will be influenced by further changes in government policy regarding the hourly rate and the entitlement to free places. Any new entitlements may mean Councils require capital funding to support an increase in the sector's capacity over the short term.

Primary Schools and Secondary Schools

3.61 The Borough has 30 primary schools, 1 infant school, 1 junior school, 7 secondary schools.

3.62 A two-tier education system, comprising of Primary (4-11 years) and Secondary (11-16/18 years) schools, operates in Newcastle-under-Lyme. Sixth form education is offered on site at two secondary schools within the district and is mainly accessible at Newcastle College.

3.63 The two main areas within the Borough for school place planning, Newcastle and Kidsgrove, are broken down into smaller planning areas and are used to plan the number of school places required. These smaller planning areas have been grouped based on the geographical location of schools, and by assessing pupil movement between schools and catchment areas.

3.64 In September 2021, Staffordshire County Council provided a high-level position statement to Newcastle-under-Lyme Borough Council on education provision. It is recognised that this information represents a specific point in time and that it is subject to change from more recent OFSTED reports, admission numbers and demographic changes. In summary, it was reported that there is room for growth at existing schools across Newcastle Town and Kidsgrove using existing education infrastructure, as at Autumn 2021. This means there may be no requirement for additional accommodation or request for s106 education contributions. Location specific detail is provided below.

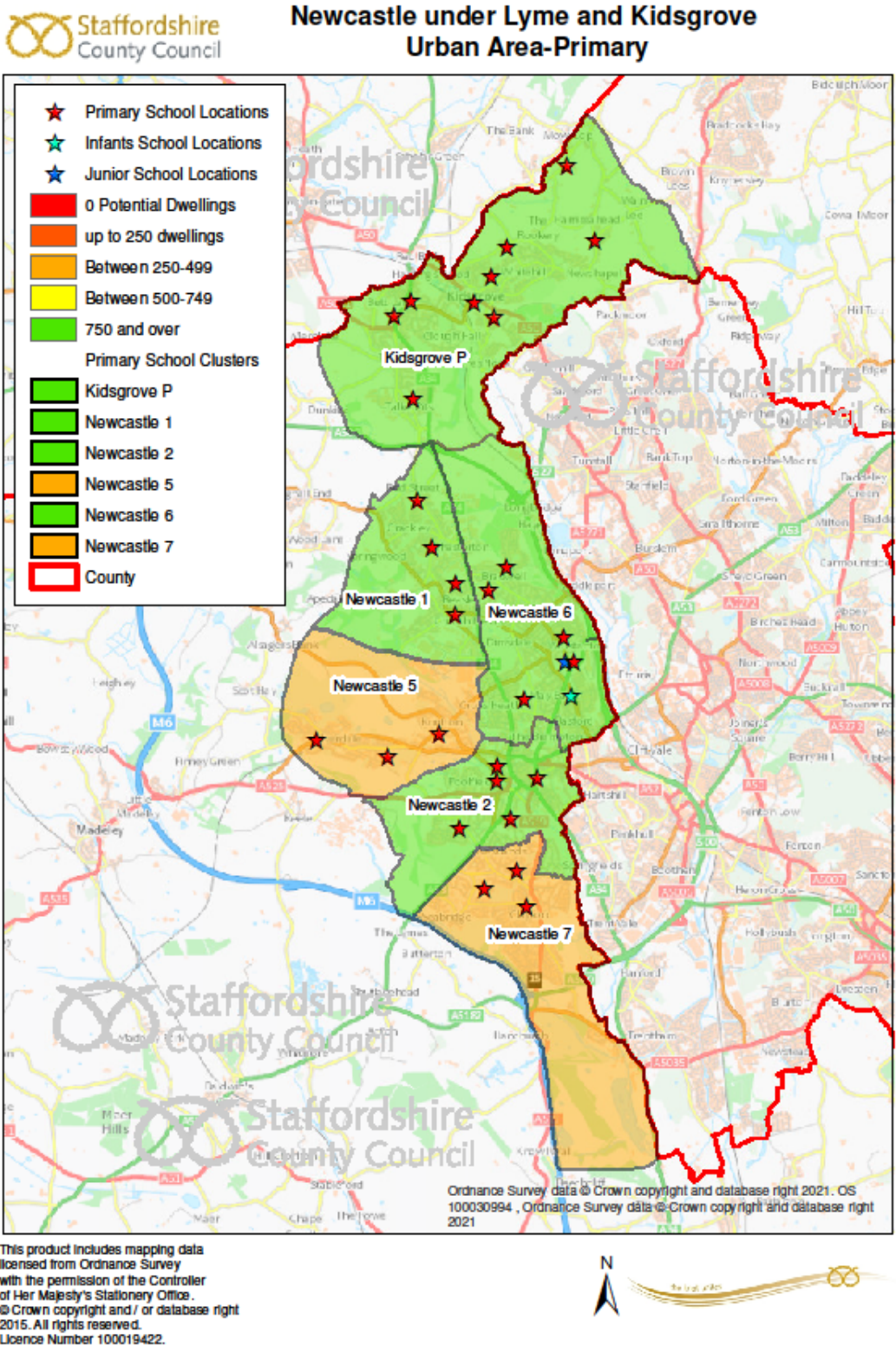
Urban areas – Newcastle Town & Kidsgrove

3.65 There is spare primary and secondary school capacity in Newcastle Town and Kidsgrove. It is forecasted that the number of available school places will increase over the next five years as a result of falling birth rates and minimal house building.

Primary capacity

3.66 All of the seven primary areas are able to accommodate some additional dwellings without the need for additional infrastructure. All seven areas can accommodate pupils generated by a minimum 250 dwellings, two areas between 250-499 dwellings and five areas are able to deliver 750 dwellings or more. **Figure 3.3** below shows the primary school catchment in Newcastle Town & Kidsgrove.

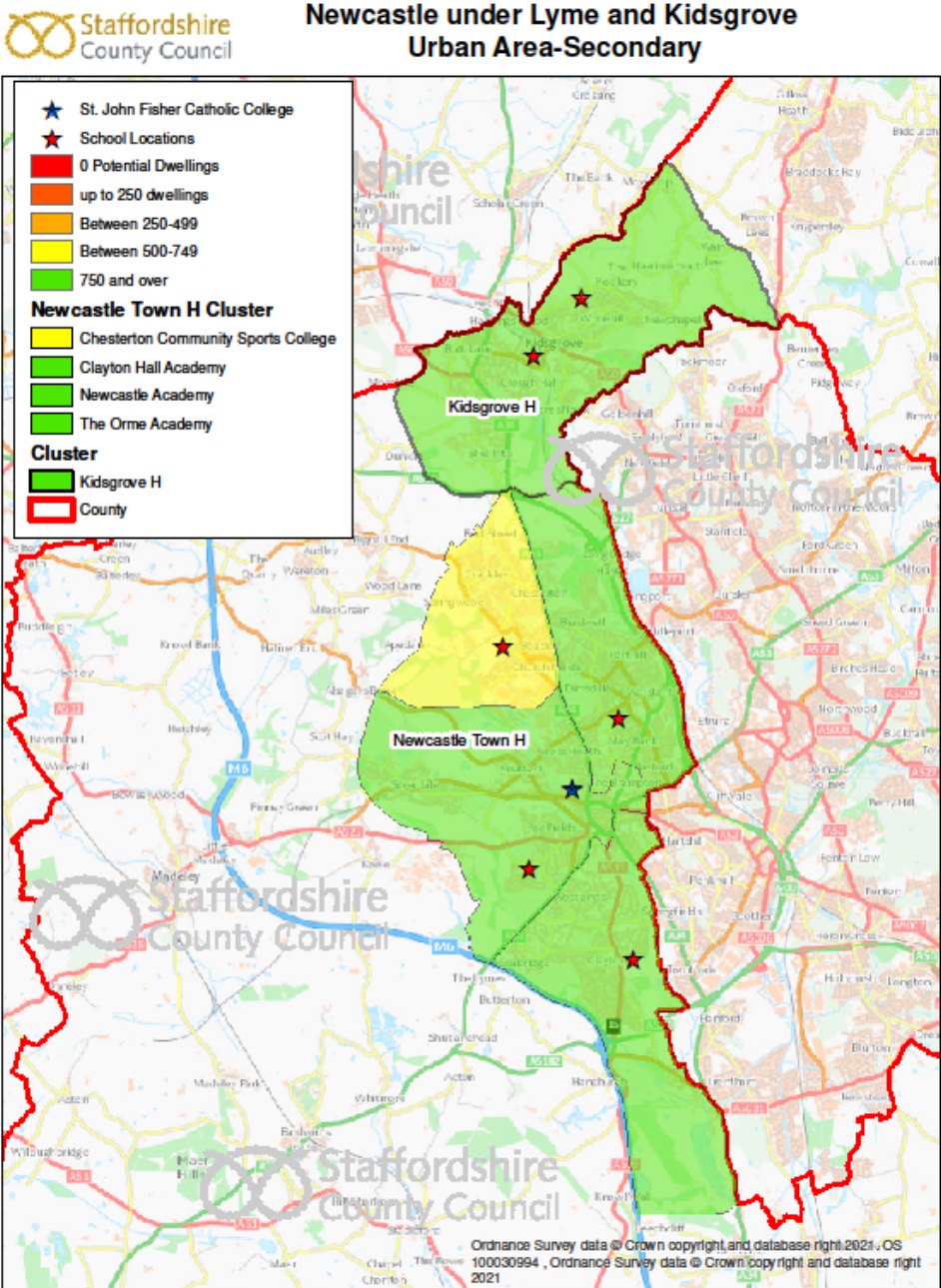
Figure 3.3: Primary school catchment in urban areas



Secondary capacity

3.67 Nearly all secondary areas are able to accommodate pupils from over 750 dwellings without the need for expansion. However, Chesterton Community Sports College, using its existing accommodation can serve up to 749 dwellings, of which the 67 dwellings with planning approval on Watermills Road and the proposed 330 dwellings awaiting planning approval at Apedale Road would need to be deducted from that delivery total. Expansion of the school is considered to be feasible subject to gaining s106 education contributions as appropriate. **Figure 3.4** below show the secondary school catchment area in urban location.

Figure 3.4: Secondary school catchment urban areas



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Cross border pupil movement

3.68 As Newcastle Town and Kidsgrove have borders with areas including Stoke, Cheshire East and Shropshire, there is significant pupil movement between these administrative areas.

3.69 Outward movement in Kidsgrove across primary and secondary phases of education remains a challenge. Cheshire East is a net importer of children from Kidsgrove. There are currently 209 pupils in primary and 312 pupils in secondary education choosing to be schooled in Cheshire East, with only 40 and 21 respectively coming in from Cheshire East, which equates to a net outflow of 169 and 291 respectively.

3.70 Cross border movement of pupils between Kidsgrove and Stoke is similar in both directions.

3.71 There are high numbers of pupils leaving Newcastle Town at both phases of education going into Stoke to be educated, but in comparison there are higher numbers of pupils from Stoke coming into Newcastle Town. At primary, there are 277 pupils coming in from Stoke to Newcastle Town and 219 going out of Newcastle Town to Stoke. At secondary there are 529 pupils coming in from Stoke to Newcastle Town and 338 going out of Newcastle to Stoke (not including sixth form).

3.72 Travel for education in and out of Shropshire occurs from the Newcastle-under-Lyme's rural area. There are slightly higher numbers of pupils coming in from Shropshire at primary and secondary than are going to Shropshire from Newcastle-under-Lyme. The numbers are small compared to the Stoke and Cheshire East numbers.

Rural Newcastle-under-Lyme Area

Madeley catchment

3.73 To accommodate for dwellings in the catchment with planning approval, Madeley High School is being expanded to include two additional teaching rooms, a new science laboratory and additional dining and seating areas. The Shaw Education Trust completed a statutory consultation on the proposed expansion, which ended on 16th December 2022. The expansion will allow for additional pupils to be admitted from September 2023 and from September 2024 the planned admission number (PAN) will increase from 135 to 150 at Year 7 intake, providing an additional 15 Year 7 places.

3.74 The academy has indicated during discussions that they feel that they would require the land adjacent to the school to be acquired before further expansion could be considered.

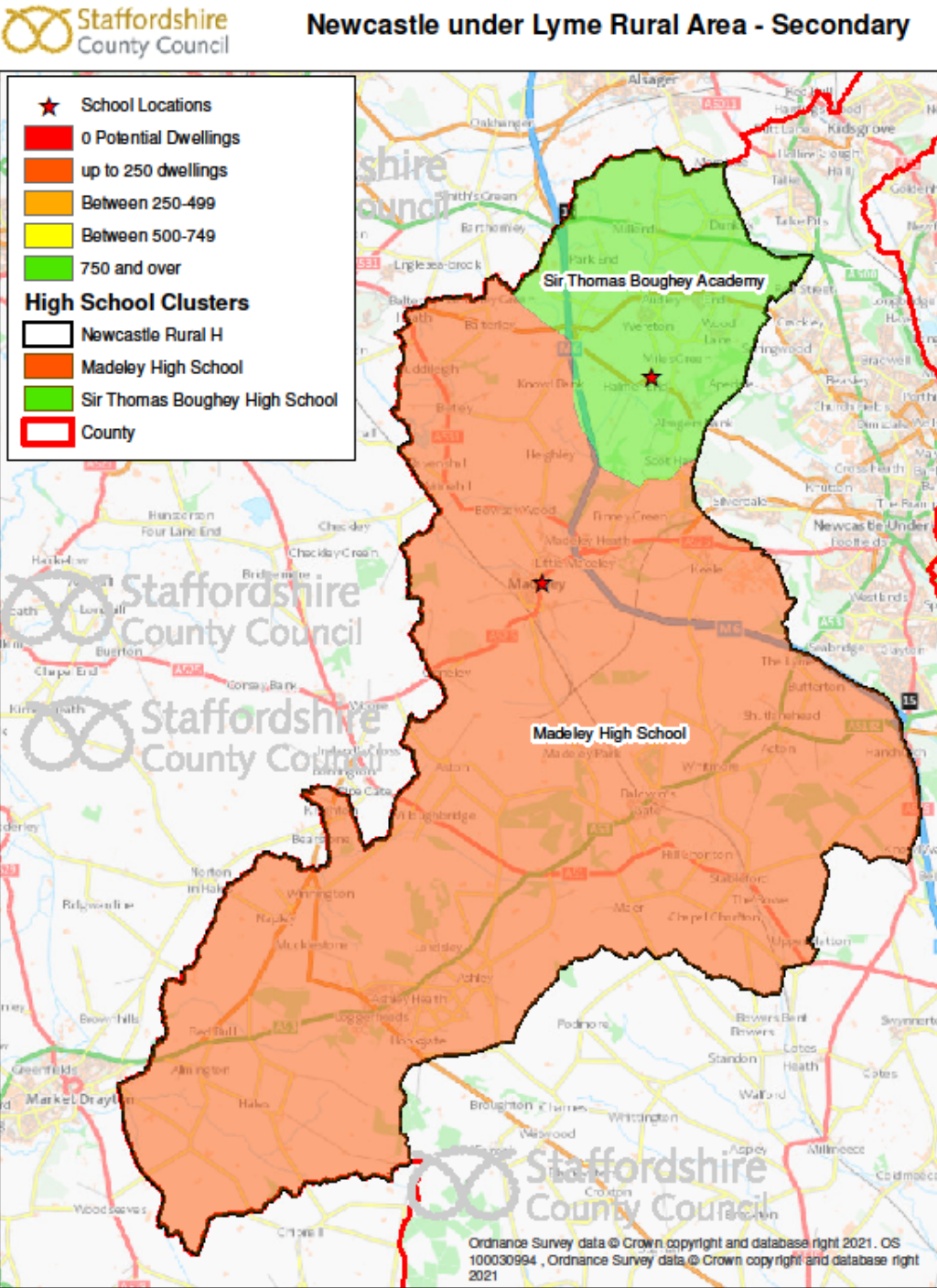
Sir Thomas Boughey catchment

3.75 There is spare primary and secondary capacity in this catchment. Falling birth rates and a lack of house building to generate more pupils means that the number of available school places is forecast to increase over the next five years.

3.76 Sir Thomas Boughey is able to accommodate pupils generated from over 750 dwellings, whilst Madeley High School currently can accommodate pupils generated from up to 300 dwellings.

3.77 **Figure 3.5** below shows secondary school catchment area in rural location.

Figure 3.5: Rural area secondary school catchment area



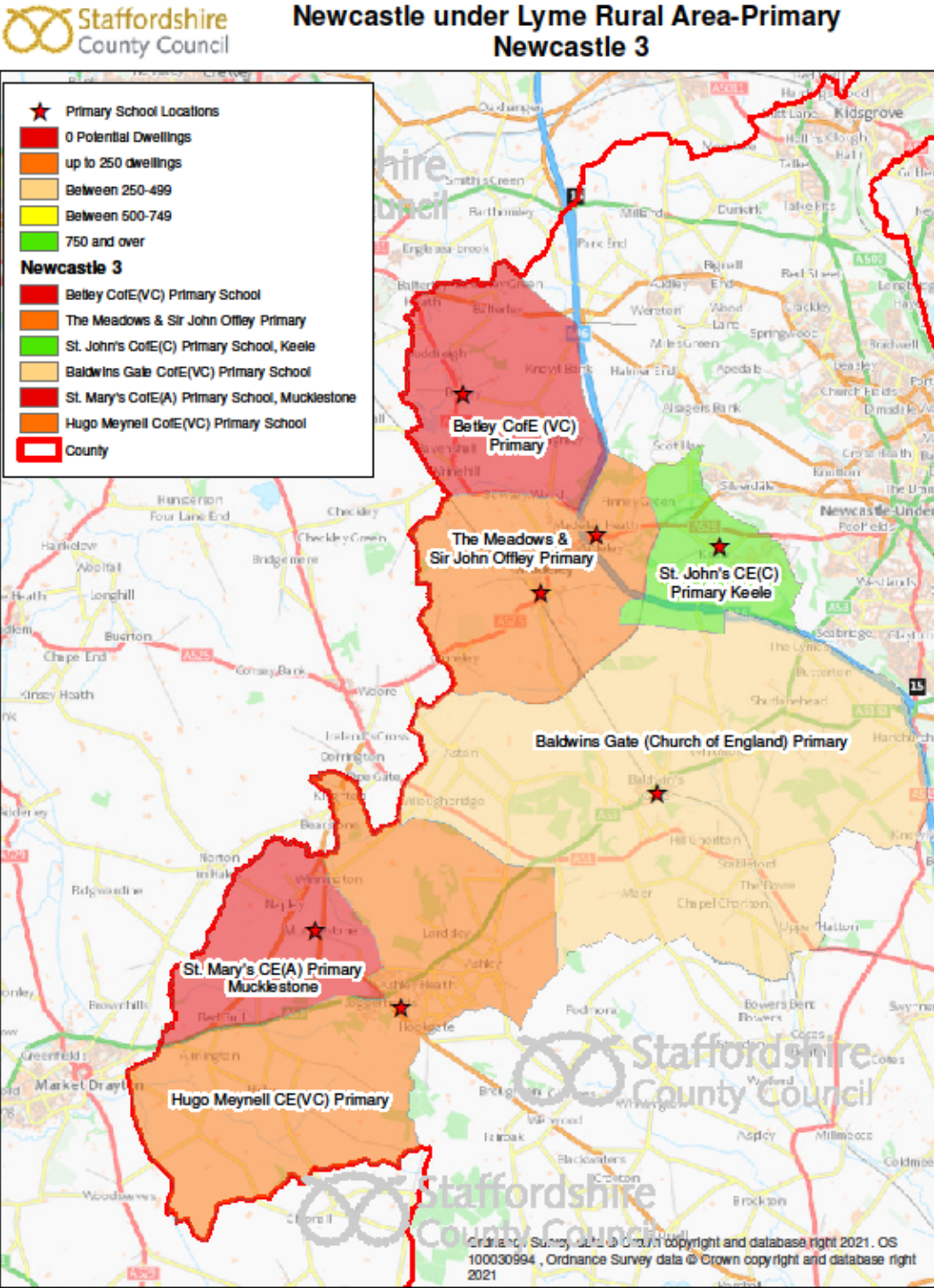
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3.78 Primary school pupil placing is more challenging within the rural catchments, especially within the catchment area shown in **Figure 3.6** below . There is one school area that can accommodate pupils generated up to 750 dwellings or more (St Johns at Keele). Nevertheless, two school areas are unable to accommodate pupils generated from any housing (Betley CofE (VC)/St Mary's CE (A) Mucklestone), one school area that can only accommodate pupils generated from 250 to 500 houses (Baldwins Gate CE (VC)) and a further two catchments can accommodate pupils generated from up to 250 dwellings (The Meadows/Sir John Offley CE (VC) and Hugo Meynell CE (VC)).

3.79 **Figure 3.7** below shows that the catchment is split into three primary areas. Wood Lane and The Richard Heathcote are currently unable to accommodate pupils from new housing development. However, the Ravensmead catchment could potentially accommodate pupils generated from new development by up to 750 dwellings.

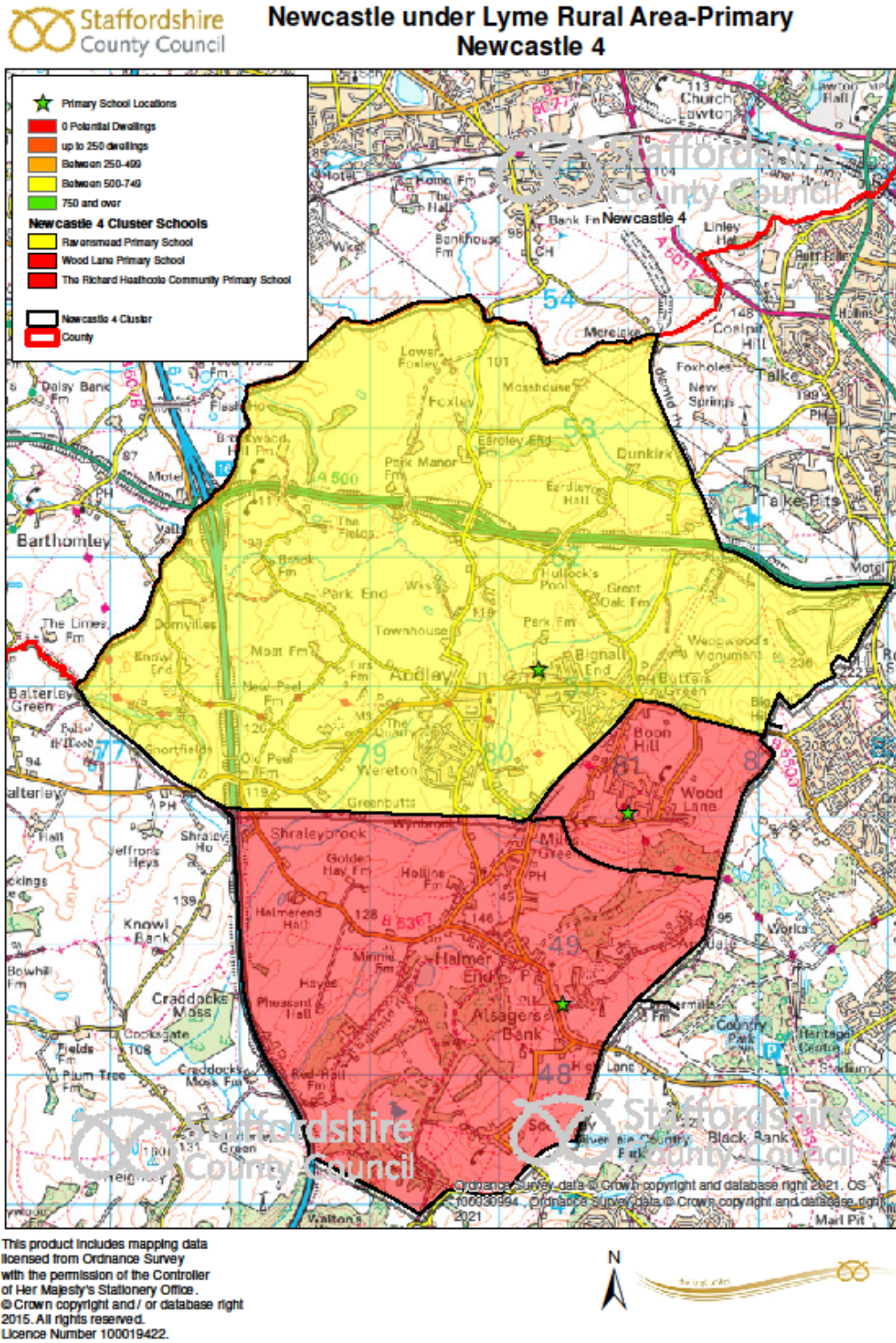
Figure 3.6: Rural area primary school catchment area map (1)



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Figure 3.7: Rural area primary school catchment area map (2)



Special Educational Needs and Disabilities

3.80 Staffordshire County Council is also responsible for providing facilities to children with special educational needs and disabilities (SEND). Whilst SEND needs may be catered for in all schools across Newcastle-under-Lyme, there are three dedicated SEND schools - Merryfields School, Pace Education and Blackfriars Academy.

3.81 Staffordshire County Council are conducting a countywide review of special education needs and disabilities provision (mainstream and separate schools) and plan to co-design a Strategy for Special Provision with partners. It is expected that the evidence-based Strategy for Special Provision and Implementation Plan will be ready to take to Cabinet in April 2023, with commencement of the strategy in September 2023 **[See reference 41]**. Future iterations of the IDP will take account of details from the strategy for Newcastle-under-Lyme once they become available.

Key delivery organisations

- Staffordshire County Council – Education
- Academy Trusts
- Free Schools

Funding

3.82 Education provision is funded by the Department for Education using national funding formulas. The funding grant for an area is sent to local authorities who distribute the funding in accordance with locally derived funding formulas. There are additional funding streams for disadvantaged children, and different funding streams for early years and sixth forms.

3.83 In addition, where new development places additional demand for pupil places, developer contributions are expected to fund these places.

3.84 The Levelling-up and Regeneration Bill proposes significant changes to infrastructure funding through the planning system. A new Infrastructure Levy is proposed which will be set and adopted locally (by charging authorities who are generally Local Planning authorities) based on a percentage of the final gross development value. The imposition of the levy by charging authorities will be mandatory. A new infrastructure delivery strategy will also be required from local authorities, to clearly set out how the levy will be spent and how infrastructure will be delivered.

Newcastle-under-Lyme Infrastructure Planning Approach

3.85 As set out above, Staffordshire County Council has a statutory responsibility to ensure sufficient school and childcare places are available for local children and younger people. The NPPF (paragraph 95) also sets out that sufficient choice for school places should be available to meet the needs of existing and new communities, to which a proactive, positive, and collaborative approach should be taken by planning authorities to meet this requirement.

3.86 Where Staffordshire County Council identifies a need for additional school places as a direct result of housing development, the expectation is that the cost of providing additional places will be sought via developer contributions. This is because no automatic alternative funding exists from central government.

3.87 Staffordshire County Council applies Pupil Product Ratios (PPR) [\[See reference 42\]](#) to new development applications, which is based upon an assessment of children resident in new housing in the area. The standard pupil product ratio for calculating the number of mainstream pupils from new housing development is 0.03 children per school year group per dwelling. There are

areas within the county where a higher PPR of 0.045 is applied, but the standard 0.03 is used within Newcastle-under-Lyme Borough.

3.88 Utilising the above, the pupil population of new developments is predicted and used to determine whether additional educational capacity required. As per government guidance, the Building Cost Multiplier applied to school places arising from housing developments should reflect the actual costs of providing one additional full time school place at an existing school, based on the national average costs published annually in the Department for Education (DfE) school place scorecards.

3.89 Pupil Product Ratios and Building Cost Multipliers (BCMs) used in Newcastle-under-Lyme Borough for different phases of education are set out below in Table 3.1. The calculation is based on the County Council's Staffordshire Education Infrastructure Contribution Policy (updated July 2022). Special schools require more space per pupil than mainstream schools, which is reflected in the BCM.

3.90 Any proposals for growth along the border of Staffordshire will need joint working and agreement with neighbouring authorities on the likely impact on education infrastructure and the possible solutions if required.

3.91 Liaison will continue to take place between Newcastle-under-Lyme Borough Council and Staffordshire County Council to ensure there is adequate provision for education infrastructure as a consequence of development.

3.92 Where new Free Schools are delivered, the Council will also require contributions to cover revenue costs, although these are negotiated on a case-by-case basis.

3.93 The Council will also require contributions to cover school travel where new development is provided above two miles for children under eight years of age and three miles for children over eight, negotiated on a case-by-case basis.

Key infrastructure planning matters arising from potential development

Primary school provision

3.94 Staffordshire County Council's Education Infrastructure Contribution Policy (updated July 2022) [See reference 43] outlines standards for the number of primary school pupils arising from a new residential development. Where the development falls within an area identified as being full in terms of primary school provision, a contribution towards provision of primary education facilities is sought by the County Council.

3.95 The costs provided in the section below are based on the County Council's latest policy (Appendix 2 of the Education Infrastructure Contribution Policy updated July 2022) - standard cost multipliers are used to calculate education contributions required from developers. The education infrastructure contribution requested in response to the planning application will be subject to Retail Price All items indexation (RPI) from that date up to the point that the S106 agreement is sealed. The total costs for delivering new primary schools vary by sizes and will be calculated based on Staffordshire's standard school designs using the latest Building Cost Information Service (BCIS) All-in Tender Price Index (TPI). The total cost to deliver specific school expansion projects to current schools will be used where available.

3.96 The County Council's education department has confirmed that a single development or a cluster of small developments of 750 dwellings may trigger the need for a new primary school and 5,000 dwellings for a new secondary school. Furthermore, site attributes, development costs, scope for school expansion in the longer term and home to school transport costs are also important considerations.

Strategic centre – Newcastle-under-Lyme

Cross Heath, Knutton and Silverdale

3.97 It is expected that the proposed developments within these wards can be accommodated within the existing primary school sites local to the proposed developments. However dependent on the timing, phasing and dwelling breakdown of the proposed developments education contributions may be necessary towards education infrastructure. It is predicted that if the proposed sites were to come forward they would generate an additional 68 primary school pupils. If additional capacity is required, it is estimated that this would cost approximately £1.2 million in developer contributions.

3.98 Site SB12 (48 dwellings) has triggered education contributions for an expansion project at Seabridge Primary School through a current planning application.

Newcastle town centre, May Bank and Thistleberry

3.99 It is expected that the majority of proposed sites within these wards can be accommodated within the existing primary school infrastructure. However dependent on the timing, phasing and dwelling breakdown of the proposed developments education contributions may be necessary towards education infrastructure. It is predicted that the proposed sites would generate an additional 98 primary school pupils. If additional capacity is required, it is estimated that this would cost approximately £1.7 million in developer contributions.

3.100 New educational infrastructure would be required for site TB19 (550 dwellings). It is predicted that if this site were to come forward it would generate an additional 116 primary school pupils. It is estimated that it would cost approximately £2 million to accommodate these pupils. The Council will work with the key stakeholders to develop sustainable educational led infrastructure

solutions to appropriately mitigate potential development impacts arising from this site.

Urban centre: Kidsgrove

Newchapel and Mow Cop and Kidsgrove

3.101 It is expected that the proposed developments within these wards could be accommodated within the existing primary school sites. However dependent on the timing, phasing and dwelling breakdown of the proposed developments education contributions may be necessary towards education infrastructure. It is predicted that the proposed sites would generate an additional 55 primary school pupils and if additional capacity is required this would cost approximately £1 million in developer contributions.

Talk & Butt Lane

3.102 It is predicted that if all proposed sites within this ward were to come forward they would generate an additional 132 primary school students. To accommodate additional pupils, it is estimated this would cost approximately £2.3 million in developer contributions.

Talke and Chesterton

3.103 It is expected that the majority of proposed developments within these wards could be accommodated within the existing primary school sites. However dependent on the timing, phasing and dwelling breakdown of the proposed developments education contributions may be necessary towards education infrastructure. It is predicted that the smaller proposed sites in Talke would generate an additional 45 primary schools and if additional capacity is required this would cost approximately £800,000 in developer contributions.

3.104 Sites TK30 (394 dwellings) and CT1 (900 dwellings) will trigger the requirement for a new primary school. It is predicted that if these sites come forward they would generate an additional 272 dwellings. A new 2 FE primary school to accommodate pupils would cost approximately £11.4 million in developer contributions.

Rural areas – Keele University corridor

3.105 The proposed housing development (SP11 – 900 dwellings) is one of the largest development sites identified for housing. The proposed level of growth will trigger the requirement for a new primary school. It is predicted that this proposed site would generate an additional 189 primary school pupils. A new 2 FE primary school to accommodate pupils would cost approximately £11.4 million in developer contributions.

Rural areas – central

Audley

3.106 There are three schools in this rural area and high level indicative studies suggest that none of the school sites can be expanded to accommodate a large number of houses. To fully mitigate the proposed new housing, it is predicted that further educational infrastructure would be required.

3.107 It is predicted that if proposed sites were to come forward in the Audley catchment, they would generate an additional 82 primary school pupils. To accommodate additional pupils, it is estimated this would cost approximately £1.5 million in developer contributions.

Betley

3.108 It is expected that the proposed development of six dwellings can be accommodated within the existing primary school infrastructure.

Madley

3.109 There is limited capacity at the schools for expansion in this area. To fully mitigate the proposed new housing further educational infrastructure would be required. It is predicted that if the proposed sites were to come forward, they would generate an additional 75 primary school students. It is estimated that it would cost approximately £1.3 million in developer contributions to accommodate these pupils.

Rural areas – southern region

Baldwin's Gate

3.110 To fully accommodate the proposed new housing further educational infrastructure would be required. Education contributions are necessary to provide an additional classroom at the local primary school. It is predicted that if the proposed sites were to come forward they would generate an additional 50 primary school students. To accommodate these pupils, it is estimated this would cost approximately £900,000 in developer contributions.

Early Years and Childcare

3.111 It is predicted that if all proposed sites were to come forward they would generate an additional 381 nursery/early years (2-4 years old) pupils. If additional capacity is required to accommodate these pupils, it is estimated this would cost approximately £6 million in developer contributions.

Secondary provision

3.112 Planning Secondary school requirements is more complex as pupils travel over a wider area. There is also a substantial amount of migration in and out of Newcastle-under-Lyme so it is imperative to understand the requirements for school place plans in neighbouring authorities. There are also transport costs to consider for the rural areas of Newcastle-under-Lyme as any pupils generated may need transport to school.

3.113 Additional education infrastructure is likely to be required for one or more of the secondary schools as a result of the anticipated growth in the draft Local Plan. Therefore, education contributions required for additional secondary provision that may require additional land adjacent to an existing school site. The County Council may also seek contributions towards the additional travel requirements to transport pupils to school.

3.114 The County Council will prepare a strategy for secondary school planning. The findings will be used to inform the next iterations of the IDP.

Special Educational Needs and Disabilities

3.115 Whether there is sufficient capacity provided by existing providers and planned school provision, or whether further expansion is required, is still to be determined with Staffordshire County Council.

Health and wellbeing

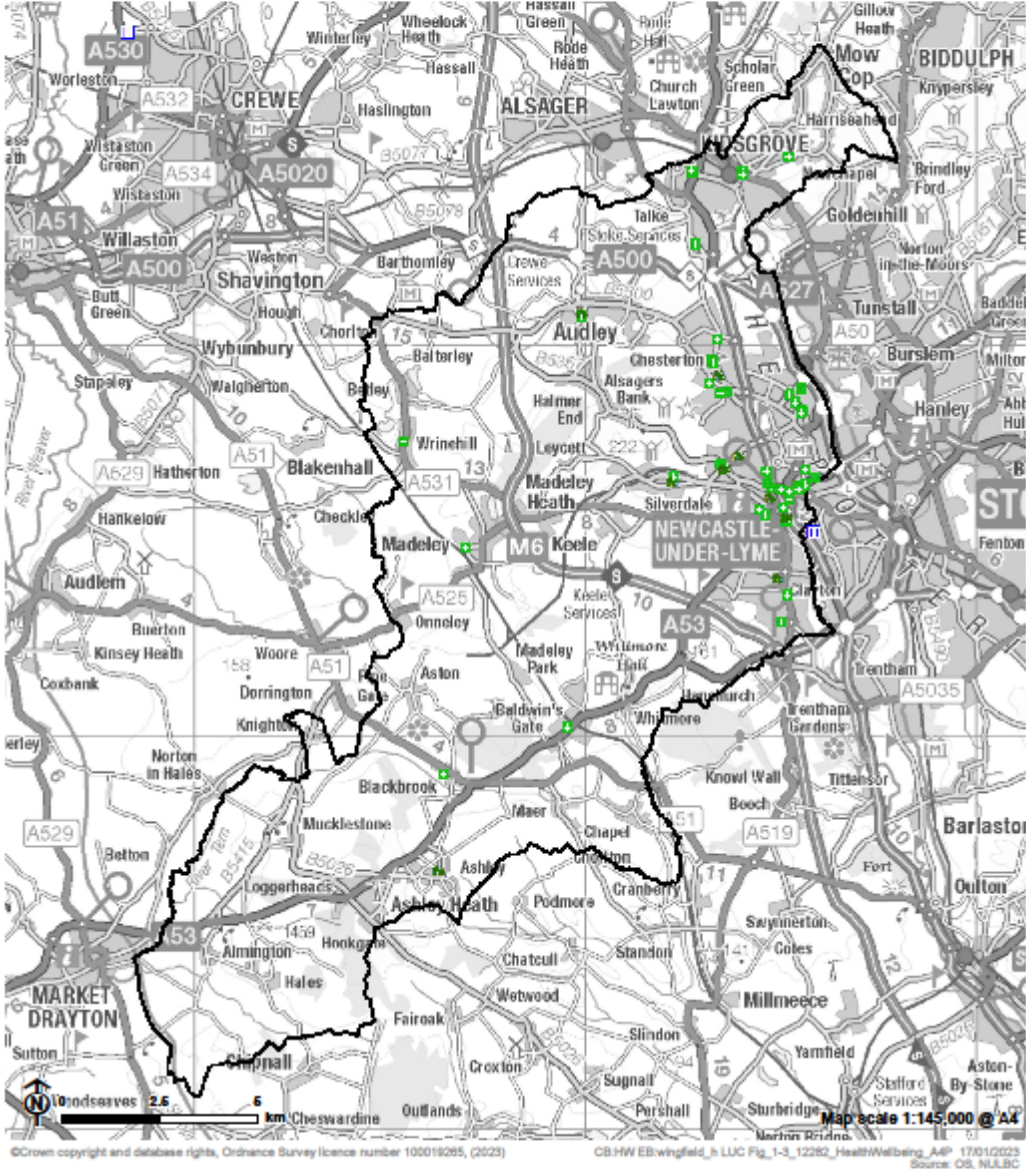
Current context

Primary care (GP) Services

3.116 The provision of GP Surgeries in Newcastle-under-Lyme is managed by NHS Staffordshire and Stoke-on-Trent Integrated Care Board (ICB). At the time of drafting this report, it is understood that ICB is preparing emerging clinical and estate strategies for Primary Care Networks (PCN). Therefore, the Council will continue to work with them to make sure up to date information in relation to Newcastle-under-Lyme North PCN is used to inform the next stage of the IDP.

3.117 Newcastle-under-Lyme has 18 GP practices, the locations of which are displayed on **Figure 3.8**.

Figure 3.8: Newcastle-under-Lyme health facilities provision



1.3 Baseline Infrastructure - Health and Wellbeing

- Newcastle-under-Lyme Borough Boundary
- Health centre
- GP surgery
- Hospital

3.118 Population forecasts used in the above review of capacity are provided as part of the Joint Strategic Needs Assessment (JSNA) in 2021 [See reference 44].

3.119 For both health and social care, the focus is on prevention and care provision outside of hospitals/the health estate where possible. 'Together We're Better' is the Sustainability and Transformation Partnership (STP) for Staffordshire and Stoke-on-Trent, with the Staffordshire and Stoke Sustainability Transformation Plan (2016) highlighting a number of issues that are driving demand for services:

- Poor current health and wellbeing of the population with particularly high prevalence of obesity and diabetes across the county and hotspots of high smoking rates.
- The ageing and growing population generating increased demand for all areas of the health service.
- Current culture and behaviours of citizens exacerbate demand as they attend Accident and Emergency (A&E) more frequently than peers, and the risk averse culture of staff does not counter this.
- A significant proportion of patients with common mental health conditions.
- Urgent care activity at both acute trusts is higher than peers for A&E attendances and re-admission rates. High demand is due to the poor primary and community infrastructure, the current system configuration and the culture and behaviours of citizens.

3.120 In January 2019, NHS England published the NHS Long Term Plan (LTP) and the Five-Year Framework for GP contract reform. They established the ambitions for the next ten years to improve the quality of patient care and health outcomes, and to deliver more co-ordinated and joined up primary and community care. The Five-Year Framework described the introduction of Primary Care Networks (PCNs) as the foundation of Integrated Care Systems (ICSs).

3.121 Now established, PCNs are groups of one or more GP practices that serve a population of 30,000 to 50,000 patients. It is at this level that a strategic view of primary care delivery is developed, and the corresponding estate requirement identified. ICSs provide the strategic oversight at a regional level and identify where developments could support integrated working across health and social care partners.

Hospitals and mental health

3.122 There are a significant number of organisations providing acute hospital, community and mental health services in Staffordshire & Stoke-on-Trent, which include Foundation Trusts, NHS Trusts and social enterprises. These services are commissioned by the Staffordshire and Stoke-on-Trent ICB, with some more specialist services under the responsibility of NHS England. Acute health trusts provide secondary care and more specialised services.

3.123 Hospital provision in Staffordshire and Stoke-on-Trent is provided by the Midlands Partnership NHS Foundation Trust, the University Hospitals of North Midlands NHS Trust, University Hospitals of Derby and Burton NHS Foundation Trust, the North Staffordshire Combined Healthcare NHS Trust, and the Royal Wolverhampton NHS Trust.

3.124 Midlands Partnership NHS Foundation Trust provides physical and mental health, learning disability and adult social care services across Staffordshire & Stoke-on-Trent, as well as Shropshire. Hospitals operated by the Trust include the Cheadle & Leek Moorlands Hospitals in Staffordshire Moorlands, the Haywood & Longston Castle Hospitals in Stoke-on-Trent & St George's Hospital in Stafford.

3.125 The University Hospitals of North Midlands NHS Trust has two sites: Royal Stoke University Hospital, located in Stoke-on-Trent, and county Hospital, located in Stafford.

3.126 The North Staffordshire Combined Healthcare Trust provides patient centred mental health, specialist learning disability and related services for people of all ages. They run the Harplands Hospital in Stoke-on-Trent as well as smaller inpatient units and rehabilitation centres.

Adult Social Care and community health care

3.127 Under the Care Act (2014), Staffordshire County Council is responsible for assessing people's needs and funding their care, however, most social care services are delivered independently by not- for-profit and voluntary sector organisations. Social care can take place in people's homes, care homes and nursing homes, or at day centres.

3.128 The Department of Health and Social Care is responsible for adult social care policy in England, with the Care Quality Commission the independent regulator of adult social care services to ensure people are provided with safe, effective, compassionate, high-quality care.

3.129 Pressures on adult social care budgets have increased in recent years, owing to increased demands for care (with a growing, ageing population resulting in more adults with long-term and multiple health conditions and disabilities living longer), reductions in overall funding for local government and the increased cost of care.

3.130 In Staffordshire, the Council is spending a record amount on social care owing to the aforementioned conditions facing the sector. There is a critical need for the implementation of a sustainable funding arrangement for care services in order for the county to meet the continuing long term needs of the population. Funding for adult social care services is a significant issue at both the Staffordshire and national scales.

3.131 It should be noted that local demand for care services will vary based on the overall size of the population and specific population care needs, the affordability, quality and location of existing services. This is covered in more

detail within Staffordshire County Council's market position statements and associated intelligence documents. Newcastle-under-Lyme currently has significant provision for extra care facilities, residential care homes & nursing homes, but it is anticipated that during the Local Plan period additional units within each of these sectors will be required.

3.132 Community healthcare covers a wide range of care for all ages, providing care for people in small local hospitals or patient's homes. The facilities have multi-disciplinary teams with highly skilled, specialist staff.

3.133 Residents of Staffordshire are able to access mental health services through a referral from their GP. The Staffordshire and Stoke-on-Trent Wellbeing Service provides access to therapy for people with mental health issues.

Key delivery organisations

- Staffordshire and Stoke-on-Trent ICB
- Staffordshire County Council
- Stoke-on-Trent City Council
- Midlands Partnership NHS Foundation Trust

Funding

3.134 Funding for hospitals generally comes from the NHS through allocations and based on performance under the Quality and Outcomes Framework [\[See reference 45\]](#).

3.135 Funding for improvement of GP premises comes from either the NHS or as part of the 2020/21 GP contract updates, 100% NHS-funded premises improvement grants are now available, lifting the 66% cap stated in the Premises Cost Directions. The decision to invest in primary care estate is only

ever driven by clinical reasons, be this a requirement to replace poor quality accommodation, or to respond to an increasing or changing population in the immediate catchment area of a practice or group of practices.

3.136 Newcastle-under-Lyme Borough Council has no CIL charging schedule. The Council requires new major housing and commercial development to provide for health facilities which are commensurate with the scale and nature of the proposals.

3.137 The Levelling-up and Regeneration Bill proposes significant changes to infrastructure funding through the planning system. A new Infrastructure Levy is proposed which will be set and adopted locally (by charging authorities who are generally Local Planning authorities) based on a percentage of the final gross development value. The imposition of the levy by charging authorities will be mandatory. A new infrastructure delivery strategy will also be required from local authorities, to clearly set out how the levy will be spent and how infrastructure will be delivered.

3.138 In England, adult social care is either paid for publicly or privately, or provided voluntarily. Local authorities provide publicly funded care. They have a legal duty to provide care to those who pass centrally set needs and means tests. For those who pass these tests, local authorities commission or directly deliver services. Expenditure on adult social care is at the discretion of local authorities in order to meet different levels of need though some additional sources of adult social care funding have been introduced in recent years including the Adult Social Care Precept which is a levy added to Council tax bills.

3.139 Funding for mental health and community care comes from a variety of sources and is typically delivered through NHS services, with mental health support services run by Staffordshire County Council. A number of charities also provide funding and programmes to help support mental health.

3.140 Funding to help address homelessness largely comes from Newcastle-under-Lyme Borough Council and Staffordshire County Council as well as charities and voluntary organisations.

Newcastle-under-Lyme Infrastructure Planning Approach

3.141 New and substantial housing developments will increase the population in a small geographical area. The type of housing in that development will dictate the likely demographic of that population in terms of age, socioeconomics etc, which will give an indication of the level of demand this will create for primary care services. The NHS in England uses a formula to establish the amount of clinical accommodation required to serve a local population based on the number of people and the anticipated access rate. Should a practice apply for new clinical capacity either as a new build, an extension or a refurbishment, this formula will be applied.

3.142 New residential development will be expected to contribute towards the provision of additional health care infrastructure generated by its population growth where there is insufficient existing capacity, which must be well located to serve the development. This may include financial contributions and/or the provision of land and buildings to enable the provision of doctor's surgeries and other health facilities to serve the local population, or the upgrading or extension of existing facilities in some locations.

3.143 Other health and wellbeing services are, generally, not funded through developer contributions although there may be some cases where a development can deliver benefit to health and wellbeing services which is not through direct funding (such as replacement of a building).

Key infrastructure planning matters arising from potential development

3.144 The Council officers are having continue engagement with the ICB to discuss infrastructure implications of potential development sites. The assessment of infrastructure requirements are dependent upon emerging clinical and estate strategies for the PCNs. Future iterations of the IDP will take these and any other relevant information into account.

Green infrastructure, open space and sports

Current context

Green and Blue Infrastructure and open space

3.145 Green infrastructure (GI) refers to a network of multi-functional green spaces and other natural features, urban and rural, which can deliver a wide range of environmental, economic, health and wellbeing benefits for nature, climate, local and wider communities and prosperity [See reference 46]. Relevant to the green spaces are the areas known as “blue infrastructure”, which are water based natural and semi-natural features such as rivers, streams, lakes, ponds and drainage systems in green infrastructure. As both of these infrastructure types are so closely linked the term used from hereon in this report is Green and Blue Infrastructure (GBI). Open spaces such as parks typically form part of a GBI network, although tend to have a human-focused purpose which is reflected in their layout.

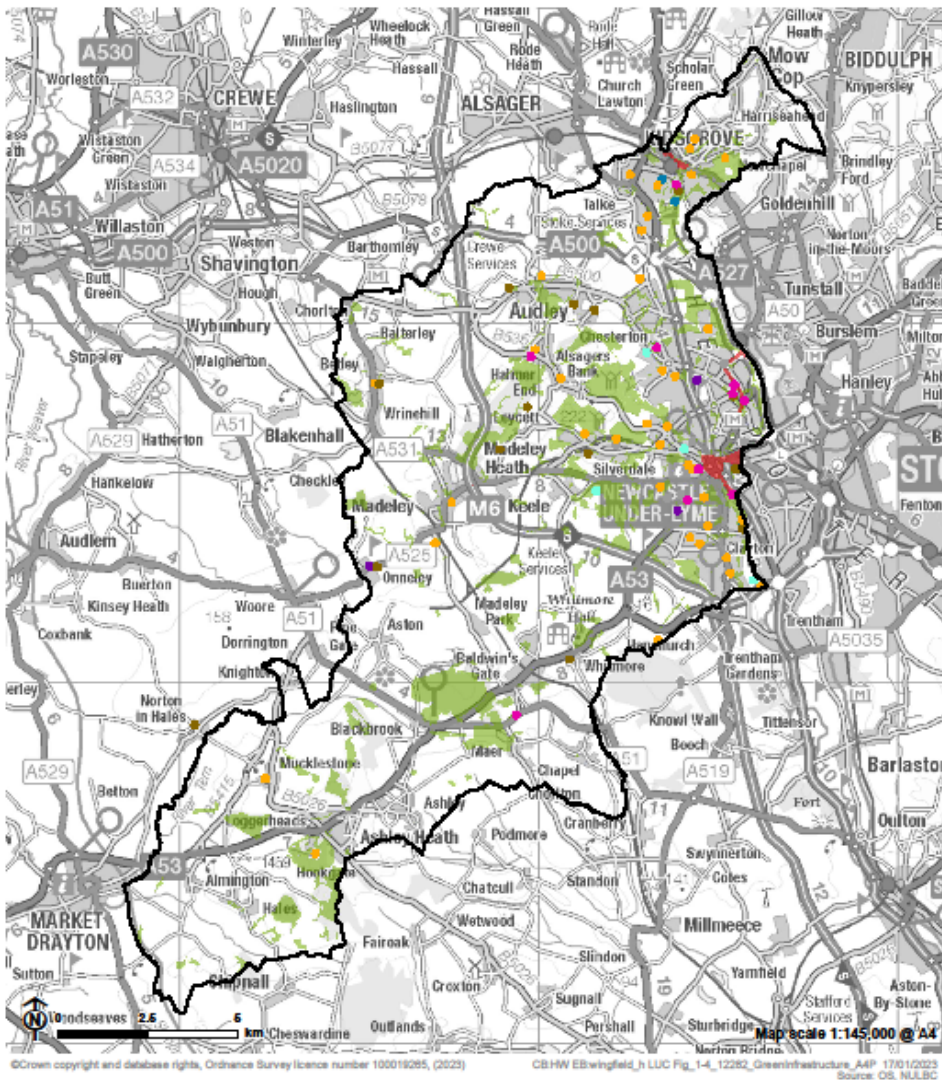
3.146 The NPPF emphasises the need for GBI networks and requires planning policies to aim to achieve healthy, inclusive and safe places through provision of ‘safe and accessible green infrastructure’. It also requires local authorities to plan positively for the provision of shared spaces including open space.

3.147 The NPPF also requires plans to ‘promote the conservation, restoration and enhancement of priority habitats, ecological networks and the protection and recovery of priority species; and identify and pursue opportunities for securing measurable net gains for biodiversity’. The Environment Act (2021) [See reference 47] goes further and sets out a requirement for at least 10% Biodiversity Net Gain (BNG) for all new development.

3.148 The Newcastle-under-Lyme Open Space & Green Infrastructure Strategy **[See reference 48]**, considers the Borough's current and potential future GBI at a strategic level and acknowledges the benefits it can have across sectors including health, water management, flood management, transport and connectivity.

3.149 Green infrastructure assets within the Borough are set out in **Figure 3.9** below.

Figure 3.9: Newcastle-under-Lyme GI, open space and sportsgrounds



- 1.4 Baseline Infrastructure - Green Infrastructure, Open Space and Sports**
- Newcastle-under-Lyme Borough Boundary
 - Air Quality Management Area
 - Open Space Strategy 2022
 - 3G AGP pitch
 - Bowling green
 - Cricket pitch
 - Football pitch
 - Golf course
 - Hockey AGP pitch
 - Rugby Union pitch
 - Tennis court

3.150 From the above it can be taken that a fairly comprehensive Public Rights of Way (PRoW) network exists in the north east of the Borough, some of which fulfil more strategic connections i.e., beyond the Borough into Biddulph. However, several of the paths within the network are slightly severed or staggered potentially limiting some safe access to green spaces.

3.151 In the north/north west, the Trent and Mersey Canal at Kidsgrove creates a historically important strategic shared use link out of the borough into Cheshire East. The canal extends south under the town via the historic Harecastle Tunnel, which is a 1.66 mile tunnel open to narrowboats (no pedestrian access) on a restrictive/time limited basis (between 9am-1pm), emerging to the south near the intersection of Chatterley Road and Lowlands Road, Tunstall (within the Stoke on Trent authority area).

3.152 At Newcastle-under-Lyme, there is variable access to parts of the Trent Valley and specifically tributaries such as the Lyme Brook. The latter forms an important strategic recreational GI corridor in proximity to the town and settlement edges, with considerable enhancement potential in terms of quality and experience. It forms part of the skeleton of a strategic access network that then goes into Apedale and into Silverdale Community Country Park. Given the value and profile of the latter, there is the potential to do much more with this access network.

3.153 The M6 bisects the middle of the borough, causing severance issues. However, a number of the strategic footpaths are carried over the motorway on over-bridges.

3.154 The Strategy being prepared to support the Draft Newcastle-under-Lyme Local Plan aims to address the deficiencies of the previous strategy, going beyond quantitative methods to ensure that high quality GBI is provided.

3.155 Green Infrastructure deficiencies A recent Midlands Parks Forum Research Report [See reference 49] has explored relationships between deprivation, investment and green space quality plus areas to prioritise. In summary it was concluded that lottery-funded parks are in the more deprived

areas within the region, there is a similar pattern for quality standards. This is positive in the sense that the deprived areas have made great efforts to drive up standards, support a post-Covid recovery and secure external investment.

3.156 The analysis has also revealed a trend in green space availability and levels of deprivation. Based on green space data from Ordnance Survey, the average hectares of green space per 1,000 population within the top 20% most deprived is less than half that in the top 20% least deprived. The Midlands Parks Forum Research Report data from 2017-2019 has highlighted Newcastle-under-Lyme Borough Council has a capital budget to invest in parks and that condition is stable.

3.157 Further information taken from the prior Newcastle-under-Lyme GBI Strategy suggests the picture of open space provision in Newcastle can however be deceptive in places as large swathes of it are private open space, such as the notable greenspace estate for Keele University and also a number of golf courses.

3.158 Much of the PRoW network in the rural south and west of the borough is far sparser and as such key routes have more strategic importance (and also have potential vulnerability to future HS2 severance). A relatively intricate and complex/intact PRoW pattern exists around Ashley Heath in the south-west of the borough, although this appears to be something of an exception in an otherwise relatively sparsely networked part of the borough. Notable gaps in the local access network exist around Hales.

3.159 Many of the above local commuting routes are likely to require enhancement to create pleasanter, healthier routes, although a strategic greenspace access link covers much of the route between Keele University and Newcastle Town.

Green & Blue Infrastructure opportunities

3.160 The following opportunities have been identified in the Council's latest Green Infrastructure Strategy (2022):

1. Access to green recreation and active travel

- Strategic connection across the A50 to upgrade strategic access links/fill gaps.
- Opportunity to address the severances created by HS2 Phase 2a in the Meece Brook and Lea Valleys, and to use the legacy landscape created by the haul route for construction of HS2 as a green transport corridor with lateral links.
- Enhancement of cycle commuting routes in the urban areas, including option to explore clean and safe, off route routes.
- Scope to address local gaps in PRow provision which could then create a more strategic, connected access network, e.g. near Birchenwood Country Park and Hales.
- Potential to explore user group development and activation/audience development programmes for key urban parks with current safety issues – Bathpool and Clough Hall Parks.

2. Landscape setting, experience and land quality

- Landscape connectivity and restoration opportunities from HS2 – replanted ancient woodlands and fieldscapes around Whitmore Wood, Hey Sprink and the Meece Brook and Lea Valleys. There are also landscape restoration enhancement opportunities associated with HS2 at Stableford and Baldwin's Gate. This could also link to the strategic access interventions proposed in the section above.
- Linked to the above, ancient woodland connectivity and enhanced connective planting could link ancient and semi natural woodland sites and create a wilder farmland landscape mosaic/network of habitats for

nature recovery, delivered through Environmental Land Management (ELM) and other mechanisms.

- Enhancement of the A500 corridor, considering peri-urban sites such as restored landfill sites.
- The Lyme Brook also presents a key opportunity for multi-functional landscape restoration and enhancement, not just for amenity and landscape experience and setting, but also potentially natural flood management and biodiversity, among others.
- There may also be scope for enhanced presentation and interpretation of a number of the RIGS (Regionally Important Geological Site) sites so that people better understand their value and importance.

3. Historic character, setting and legacy

- Due to the richness of the historic landscape resource and the historic associations of the landscapes and assets of the borough, it is possible to place NULBC's GI in a nationally significant context. This includes: palaeolithic and hunter gatherer peoples, Roman Britain, the Wars of the Roses, medieval life on the land, landed gentry, enclosures and displacements, the Darwins and Izaak Walton.
- A rich and often intact historic landscape resource and sense of time depth is apparent in much of the rural GI of the borough, which should be conserved as key parts of the rural GI network and through ELM and other mechanisms. This could form the focus for a series of over-arching landscape scale action and intervention zones for the GI network.
- To some extent this is also reflected in aspects of the urban GI network – post-industrial landscape and quarrying/minerals legacy, the 'paradise for the potteries' at Clough Hall Park. Exploration of strategic opportunities to enhance Clough Hall Park should be pursued, given quality and potential safety issues on site.

4. Biodiversity and nature conservation

- Terrestrial Ecology

- Using landscape management to enhance connectivity and assist in reversing fragmentation between priority habitat assets and sites, as part of a landscape scale, landscape character informed and multi-functional approach.
- Use of ELM and other mechanisms such as regenerative agriculture to contribute to creation of rural nature recovery networks. The Newcastle-under-Lyme Open Space and Green Infrastructure Strategy (2022) sets out roadmaps of deliverable, sustainable proposals for landscape scale nature recovery networks across the Borough (Figures 8.4 and 9.2) **[See reference 50]**.
- Aquatic Ecology
 - Opportunities for localised wilding in marginal areas of the Trent and Mersey Canal (explore links with HS2 Phase 2a mitigation where appropriate).
 - Naturalisation and restoration of sections of the Valley Brook and River Tern to create richer aquatic habitat potential and space for water linked to a natural flood management approach.
 - Definition of riparian buffer zones to reinforce habitat and restrict cattle poaching and trampling, as well as to protect and enhance other key aquatic/blue infrastructure assets such as meres and pools.
 - Specific proposals for improved land management of brooks and ponds to reducing over shading and silting (Coal Brook), to better manage wetland ecosystems and habitats, as well as buffer zones to capture agricultural run-off (River Lea).
 - Exploration of partnerships and joint working with the Trent Rivers Trust and other related stakeholders as part of a catchment scale/whole valley approach.

5. Ecosystems health and functionality

- Air quality

- Determine scope for tree planting and ‘urban forestry’ initiatives to trunk road and principal road corridors and associated swathes of greenspace (subject to operational and other constraints). This could and should be explored as part of a multi- functional approach e.g. also for landscape and habitat connectivity.
- Climate adaptation, water storage and flood risk management
 - Landscape scale natural flood management proposals in the Meece Brook valley, Lea Valley and at/around Stableford as part of mitigation for the planned HS2 Phase 2a alignment.
 - Naturalisation and restoration of parts of the Lyme Brook, as part of a ‘space for water’ and resilient, multi-functional design approach.
 - Explore integrated natural flood management partnership proposals with Stoke-on-Trent for relevant parts of the Fowlea Brook and the Trent and Mersey Canal.

6. Healthy and cohesive communities – infrastructure related opportunities

- Explore and target opportunities for greenspace enhancements in the parks listed in the areas of deprivation in the above row of the table, to target living environment and health deprivation issues.
- Enhancement of access links, legibility, signage and routes to address access deficits and severances.
- The above could also link to provision of off-road walking commuting and cycling routes.

Sports facilities

3.161 An assessment of all formal sport and leisure facilities across the Newcastle-under-Lyme was published in September 2020 [See reference 51],

presenting the supply and demand of playing pitch and other outdoor sport facilities in accordance with Sport England's Playing Pitch Strategy Guidance.

3.162 The assessment provides an evidence base to support delivery of sport and recreation activity across the Borough and ensure that the future demand for playing pitches is planned holistically to meet the current and growing population of the Borough. This is supported with a separate assessment of indoor sports facilities, specifically leisure centres and swimming pools.

3.163 Conversion to 3G surfaces on pitches have in some cases come at the expense of other sports like hockey due to the popularity of this pitch type for football. As a result, hockey plays need to travel further to access pitches, often being displaced into a neighbouring authority. The Playing Pitch Strategy sets out that some cricket teams have also been displaced and are accessing pitches outside of the Borough, or at a significant distance within the Borough.

3.164 The 2022 Open Space and Green Infrastructure Strategy for Newcastle-under-Lyme sets out that there are localised accessibility catchment deficiencies at the margins between authorities. It suggests that work is needed with neighbouring authorities to ensure access to open space sites outside the Borough is secured for use by residents.

Playing pitches

3.165 There is a total of 102 formal grass football pitches available to the community across the Borough. This includes 43 adult pitches, 14 youth 11v11 pitches, 16 youth 9v9 pitches, and 29 mini pitches including both 7v7 and 5v5 sizes. There are a further three informal sites (unofficial pitches) identified across the Borough that could facilitate additional formal football pitches.

3.166 Of all the formal football pitches in the Borough, a total of 17 are considered of 'Good Quality' under Football Association (FA) regulations. In contrast, 33 are considered of 'Poor Quality', the majority of which (53%) are located within educational sites.

3.167 With quality of grass pitches becoming one of the biggest influences on participation in football, the FA has made it a priority to work towards improving quality of grass pitches across the country. This has resulted in the creation of the FA Pitch Improvement Programme (PIP). As part of this, grass pitches identified as having quality issues undergo a pitch inspection from a member of the Institute of Groundsmanship (IOG). Following a PIP report, clubs can work towards the recommended dedicated maintenance regime identified in order to improve the quality of their pitches. Clubs can also utilise the report as an evidence base to acquire potential funding streams to obtain the relevant equipment maintenance equipment. Five sites in Newcastle-under-Lyme have received an assessment as part of the PIP process.

Leisure centres

3.168 There are three leisure centres within the borough of Newcastle-under-Lyme:

- Jubilee 2 Pool – located on Brunswick St (managed by the Borough Council)
- Clayton Sports Centre – located on Stafford Avenue (managed by Staffordshire County Council)
- M Club Spa and Fitness – located in Parklands, Newcastle Road (privately managed)

Swimming Pools

3.169 There are four indoor swimming pools recorded within the borough, however the length of the pools is not recorded and therefore determining whether they achieve the national standard of 25m is unknown. These pools are Jubilee 2, M Club Spa and Fitness, Water Stars Swimming School, and Kidsgrove Sports Centre.

Key delivery organisations

Green infrastructure and Open space

- Staffordshire County Council
- Newcastle-under-Lyme Borough Council
- Environment Agency
- Natural England
- RSPB

Sports facilities

- Staffordshire County Council
- Newcastle-under-Lyme Borough Council
- Sport England
- Private sports providers

Funding

3.170 In the UK, green infrastructure, open space and sports facilities have been historically under-resourced. Funding remains the most prominent challenge to delivery of GBI assets.

3.171 Public bodies have largely been responsible for the delivery of GBI – and the planning process will remain an important mechanism. However, in order to deliver a full network, delivery bodies have started to look beyond the planning process at alternative mechanisms, such as private investment and community engagement fund projects.

3.172 For sports facilities, funding typically comes from lottery/charity, private companies, sports clubs, Sport England and the Football Association. Developer contributions are required where development is likely to increase pressure on existing sports facilities.

3.173 The Levelling-up and Regeneration Bill proposes significant changes to infrastructure funding through the planning system. A new Infrastructure Levy is proposed which will be set and adopted locally (by charging authorities who are generally Local Planning authorities) based on a percentage of the final gross development value. The imposition of the levy by charging authorities will be mandatory. A new infrastructure delivery strategy will also be required from local authorities, to clearly set out how the levy will be spent and how infrastructure will be delivered.

3.174

Newcastle-under-Lyme Infrastructure Planning Approach

3.175 The Newcastle-under-Lyme Open Space Strategy and Green Infrastructure Strategy [\[See reference 52\]](#) sets out the requirement standards for the provision of children's play spaces, outdoor sports and other amenity areas to support new residential development in accordance with the Local Plan.

3.176 The amount of amenity area required is calculated on the basis of the estimated population of any proposed development. The standards for different types of provision are set out in Table 3.1.

Table 3.1: Open Space requirements by population

Type of provision	Quantitative standard (hectares per 1,000 population)
Playing pitches	1.2
All outdoor sports	1.6
Equipped/designated play areas	0.25
Other outdoor provision (MUGA and skateboard parks)	0.3
Parks and gardens	2.35
Natural and semi-natural green space	3.6
Designated play spaces for children and young people	0.41
Allotments	0.15

3.177 It is generally required for open space to be provided within the development area and not fragmented as to be of little to no actual recreational use. Where green infrastructure can be found on a site, the general policy approach is that development should protect and enhance this. This reflects the requirements of the NPPF and the need for Biodiversity Net Gain, set out in The Environment Act (2021). The Draft Newcastle-under-Lyme Local Plan will set out a number of schemes and safeguarded land proposals to support GBI delivery. Development will be expected to contribute to these where relevant and appropriate.

Key infrastructure planning matters arising from potential development

Green and blue infrastructure and open space

3.178 Green infrastructure and biodiversity net gain must be built into design codes and planning policies to ensure that green infrastructure informs the structure of new development. It is assumed that the provision of open space will be provided on development sites according to the council's standards.

3.179 The delivery of open space should be integrated with green and blue infrastructure networks and further work will be undertaken as the Local Plan progresses to understand the detailed green and blue infrastructure opportunities for the development areas and how these can be secured through the planning process. This will be included in future iterations of the IDP.

Sports facilities

3.180 Delivery of the strategic residential sites is likely to create significant demand for new sports facilities. A strategic approach is needed to meeting needs which may involve the allocation of land in the Local Plan specifically for sports facilities. Collecting financial contributions from developments to be used off-site less preferable as there is limited capacity to address the scale of growth through enhancing existing facilities.

3.181 Sports pitches should be provided in accordance with the standard set out in the Council's adopted policy document and in accordance with the sports evidence base. More detailed proposals will be included in future iterations of the IDP.

Utilities

Current context

Water supply

3.182 There are currently two water supply companies serving Staffordshire & Stoke-on-Trent, Severn Trent Water and South Staffordshire Water. These companies have produced Water Resource Management Plans (WRMP) to cover the next 25 years. These plans detail the strategies being implemented by Severn Trent Water and South Staffordshire Water to meet customer demand over the next AMP (Asset Management Plan) cycle, AMP 7, and beyond, accommodate the potential increase in demand from new development and manage the existing supply of water whilst accounting for future changes due to climate change. These plans are updated every five years with the most recent publication being 2019 and the updated plan expected to be published in 2023/24 [See reference 53].

3.183 Severn Trent Water supply an area of 21,000km across the Midlands and Mid-Wales providing clean water to 7.9 million people. The area is divided into fifteen water resource zones (WRZ's) which vary greatly in size. The Local Plan area is covered by the North Stafford Water Resource Zone.

3.184 Future challenges to Water Supply according to the most recent WRMP include:

- Sustainable abstraction and preventing environmental deterioration – the WRMP continues the programme of restoring sustainable abstraction and, as a result abstraction reduction is required over the next 10 years for some sources. The Water Framework “no-deterioration” objective will potentially result in a further reduction of current deployable outputs being replaced.

- Climate change and uncertainty – Severn Trent Water’s modelling is based upon IKCP09 datasets which all require a reduction in deployable output.
- Meeting future growth – In order to meet the demand from population growth, it is planned that it will be offset using mitigation methods such as reducing leakage.

3.185 Assessments show that without further investment, the WRZ will face a supply/demand shortfall over the next 25 years and therefore Severn Trent have developed a number of proposals to address and prevent the deficits. These include:

- Leakage: Approximately 23% of total water is lost to leaks annually. Between 2020 and 2025, Severn Trent Water aim to reduce leakage by 15%.
- Water efficient activities: This involves water demand management through providing free/ subsidised products to increase efficiency. Severn Trent Water also provide fee/ subsidised products to increase efficiency checks which result in customers saving water, energy and money. Through this programme, it is estimated that water usage will reduce by 19 megalitres per day (Ml/d) through AMP7 (2020 – 25).
- Increasing water meters: Severn Trent Plan to change their approach to water meters, whereby the current reactive programme becomes proactive resulting in an increased household meter coverage, Estimates suggest that full meter coverage would reduce demand by up to 80 ML/d. As the North Staffordshire WRZ is one of the areas with the greatest supply and demand deficit, it would be one of the first areas adopting this approach.

Water treatment

3.186 Severn Trent Water and United Utilities are responsible for waste water (water treatment) within the Staffordshire & Stoke-on-Trent area.

3.187 Sewerage undertakers have a duty under Section 94 of the Water Industry Act 1991 to provide sewerage and treat wastewater arising from new domestic development. Both Severn Trent Water and United Utilities are required to prepare a five-yearly Strategic Business Plan which set out the investment for the next Asset Management Plan (AMP) period. Typically, the investment plans are committed to provide new or upgraded sewerage capacity to support future growth.

3.188 Waste Water assets are managed on a 5 year Asset Management Plan (AMP) period and are regulated by the Water Services Regulation Authority (Ofwat). AMP periods are linked to regular price reviews, allowing for the combined regulation of price, investment and service delivery. The latest Severn Trent Drainage and Wastewater Management Plan was published in June 2022 [\[See reference 54\]](#). It includes the following objectives:

- By 2030
 - Reduce spills from storm overflows to an average of 20 per year;
 - Improve 50km of rivers in Warwickshire and Shropshire, creating 15km of bathing quality rivers by 2025 and have plans to double the amount of bathing quality rivers in the Midlands within 10 years; and
 - Reduce emissions across assets by 70%.
- By 2045
 - Deliver sewer overflow improvements to remove harm in 100% of Defra outlined priority areas within region.
- By 2050
 - No storm overflow will operate more than 10 times per year or cause harm as defined by the EA storm overflow guidance;
 - Reduced risk of properties flooding up to a 1 in 50-year storm event; and
 - Zero serious pollutions caused by its assets or operations.

Electricity

3.189 Electricity is distributed nationally by National Grid through high voltage transmission lines and infrastructure (at 275 and 400 kilovolts [kV]). In Staffordshire & Stoke-on-Trent electricity is supplied via National Grid infrastructure by Western Power Distribution, however demand is measured on a regional basis, not a site specific basis. The network assets include over 90,000km of overhead lines and 134,000km of underground cables. Western Power operates the local electricity network at three voltage levels; 133kV, 33kV and 11kV. This is distributed via National Grid network cables; electricity is then distributed around the county via substations. The Western Power Capacity Map details Newcastle-under-Lyme local authority area.

- The two Newcastle substations (33/11kv and 132/11kv) which cover a large part of the main urban area of the Borough are classified as amber & green respectively in terms of demand head room.
- The substation at Hookgate (33/11kv) which covers the south-western part of the Borough, including Loggerheads, is classified as green in terms of demand head room.
- The substations at Talke (33/11kv) and at Goldenhill Bank (33/11kv) cover much of the northern parts of the Borough, such as Kidsgrove, are classified as amber in terms of demand head room.
- The substation at Scot Hay (33/11kv) covering western areas of the Borough including Madeley is classified as amber in terms of demand head room.
- The substation at Hill Chorlton (33/11kv) covers part of the south of the Borough including Baldwin's Gate and is classified as red in terms of demand head room.
- A substation located within the Cheshire East Administrative Area (Bearstone 33/11kv) but serving part of the south-west of the Borough, is classified as green in terms of demand head room.

- Looking further ahead to 2025 and 2030, more reinforcement is likely to be required including additional Super Grid Transformers (SGTs) and new Grid Supply Points (GSP) in some scenarios.

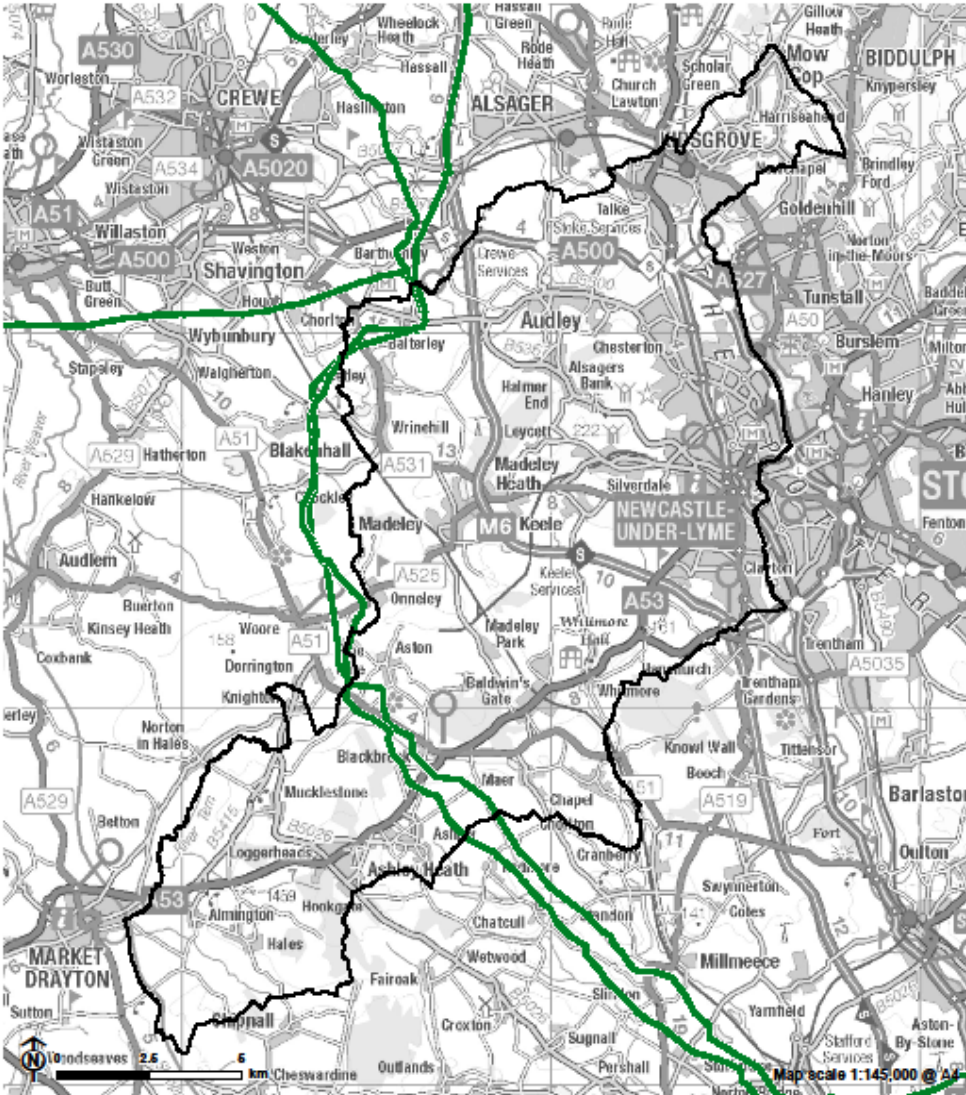
Gas

3.190 National Grid distributes gas around the UK at high pressure. National Grid does not supply gas but provides the conveyance system via a National Transmission System (NTS). The gas supplier in Staffordshire & Stoke-on-Trent is Cadent Gas.

3.191 National Grid has a duty to extend or improve the NTS, where necessary, to ensure an adequate and effective network for the transportation of gas. Reinforcement projects for Local Distribution Zones (LDZ) are planned on a reactive basis.

3.192 Two high pressure gas lines supply the area which broadly run along a route from the west of Tamworth heading north-west between Lichfield and Burton and then running to the north of Stafford. They are displayed in **Figure 3.10** below. Low pressure pipelines then supply local areas with gas. Peak demand is predicted to fall over the next seven years; however, consultation will be required to ensure infrastructure has capacity to deal with localised increases from future development.

Figure 3.10: Newcastle-under-Lyme main gas pipes



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CBHW EBwingfield_n LUC Fig_1-8_12282_U188es_A4P_17/01/2023
Source: OS, NULBC, NatGrid

1.9 Baseline Infrastructure - Utilities

- Newcastle-under-Lyme Borough Boundary
- Gas pipe

Renewable energy

3.193 Distribution and supply of electricity in Staffordshire & Stoke-on-Trent is managed by UK National Grid and Western Power Distribution. Renewable energy development will depend largely on the policies and strategies of the Districts, Boroughs, City and County Council and future national energy policy.

3.194 In line with local and national policy, renewable energy is encouraged in developments to reduce the dependence on fossil fuels and moving towards more sustainable resources. There are a number of potential sources of renewable energy across Staffordshire & Stoke-on-Trent including biomass, anaerobic digestion, landfill gas, Energy from-Waste (EfW) incineration, solar photovoltaics and onshore wind. There are a number of additional facilities currently under construction or with planning approval with considerable capacity.

Broadband and telecoms

3.195 High speed internet is provided either through cables or masts (for example mobile phone masts). Telecoms provided through cables are defined as 'fixed' telecoms whilst the network of transceivers mounted on masts or tall buildings is often categorised as 'mobile' telecoms.

3.196 Fixed telecoms are provided by commercial suppliers. In Newcastle-under-Lyme these include BT and Virgin. These companies supply individual premises with connections, however due to legacy issues relating to the infrastructure which is already in place and when this was installed, data speeds can often be lower in some areas than others.

3.197 Generally, new developments are expected to include superfast broadband connections to all new premises. This is more problematic for smaller developments (generally fewer than 25 homes) because installation tends to be more expensive.

3.198 The £32m Superfast Staffordshire Programme is a partnership between Staffordshire County Council, BDUK, BT and Openreach. As of October 2021, approximately 83,400 premises have gained access to superfast broadband (>24Mbps) services as a result. Coverage of services has increased from 65% (2013) to 96.86% (October 2021) providing access to superfast broadband to approximately 400,000 premises across the county.

3.199 Gigabit speed broadband (1000Mbps) rollout is now taking place across the UK, and has been allocated £5 billion in investment by Central Government. Within Newcastle-under-Lyme, Gigafast Staffordshire are responsible for facilitating this rollout alongside broadband providers.

3.200 Within Newcastle-under-Lyme, the proportion of the borough that has access to a range of broadband speeds is as follows (as at October 2021):

- Superfast >24Mbps 97.82%
- Superfast >30Mbps 97.07%
- Gigabit capable ($\geq 1,000$ Mbps) 69.62%
- Full fibre ($\geq 1,000$ Mbps) 14.21%

Delivery organisations

Water supply and waste water treatment

- Severn Trent Water
- United Utilities

Electricity and gas

- National Grid
- Western Power

Broadband and Telecoms

- Openreach
- Virgin Media
- Gigafast Staffordshire
- Other providers

Funding and Newcastle-under-Lyme Infrastructure Planning Approach

3.201 The Levelling-up and Regeneration Bill proposes significant changes to infrastructure funding through the planning system. A new Infrastructure Levy is proposed which will be set and adopted locally (by charging authorities who are generally Local Planning authorities) based on a percentage of the final gross development value. The imposition of the levy by charging authorities will be mandatory. A new infrastructure delivery strategy will also be required from local authorities, to clearly set out how the levy will be spent and how infrastructure will be delivered.

Water supply and waste water treatment

3.202 Funding for water supply and water treatment processes comes generally from the commercial operations of the relevant water companies. Where new development comes forward the expectation is the development will provide for the cost of new infrastructure [[See reference 55](#)].

Electricity and Gas

3.203 Funding for electricity and gas infrastructure generally comes from the commercial operations of the relevant companies and from government funding

for major upgrades. Where new development comes forward the expectation is that the development will provide for the cost of new infrastructure [See reference 56].

Broadband and Telecoms

3.204 Funding for broadband and telecoms generally comes from the commercial operations of the relevant companies, although national and local government funding is also used to deliver services in more remote locations where provision is less viable.

3.205 Where new connections are needed as a result of development, a connection charge is usually applied. These are different across the service providers.

Key infrastructure planning matters arising from potential development

Water supply and waste water treatment

- The potential development locations will need to be tested to ascertain the potential impact on water supply and treatment infrastructure on a site by site basis through the planning process. The Council will undertake further engagement with service providers and the result of these discussions will be fed into the future iterations of the IDP.
- The result of this will be reported in future iterations of this IDP.
- Increased home working in the Borough may be reflected in per capita water consumption. Water efficiency measures in new developments are therefore increasingly important.

- The scale of development at the potential sites which are included in the draft plan consultation is likely to require upgrades of the water supply network infrastructure and wastewater network and sewage infrastructure.

Electricity

- Growth considered in the emerging plan is expected to pose a number of implications for the electricity grid in the area. The Council will undertake further engagement with service providers and the result of these discussions will be fed into the future iterations of the IDP.

Broadband and Telecoms

3.206 Discussions with internet providers will confirm whether they are able to provide full fibre coverage to all new developments.

3.207 For employment allocations the provision of internet will be secured through private agreements.

3.208 5G offers the potential for a variety of new technologies which can be delivered through the internet of things, such as connected vehicles, real time passenger information. Gigafast Staffordshire is engaging with mobile operators to roll out 5G mobile coverage within the county.

Waste management

Current context

3.209 The Staffordshire Waste Partnership (SWP) is responsible for the development and implementation of a Sustainable Waste Management Strategy for Staffordshire. This partnership is made up of Staffordshire County Council

as the Waste Disposal Authority and the eight district or borough councils within the county serving as Waste Collection Authorities.

3.210 A Joint Municipal Waste Management Strategy for Staffordshire and Stoke-on-Trent was developed and adopted in 2007 [See reference 57], with a refresh of this document being produced in 2013 [See reference 58]. The strategy sets out how municipal waste will be collected and disposed of. By 2025/26, the plan sets out that 100% of municipal waste should be diverted away from landfill, as well as 70% of construction, demolition and excavation waste streams. A revised Joint Municipal Waste Management Strategy is currently being produced that will cover the period up to 2030.

3.211 It is set out in the strategy that the Staffordshire Waste Partnership uses the following technologies to avoid sending waste to landfill.

- One Anaerobic Digestion (AD) plant (for organic waste involving food);
- Three in-vessel composting plants (for garden waste);
- Three dry recycling Material Recovery Facilities (MRFs);
- Two Energy from Waste plants for the treatment of residual waste;
- Three waste transfer stations.

3.212 There are 14 Household Waste Recycling Centres (HWRCs) operated by Staffordshire County Council and Stoke-on-Trent City Council, with one of these lying within Newcastle-under-Lyme borough.

3.213 To divert non-recyclable waste away from landfill, the Waste Disposal Authorities within Staffordshire use a range of facilities and contracts. This includes the strategic scale facilities set out below:

- Four Ashes / W2R Energy from Waste (EfW) facility has been in operation since 2014. The facility is owned by Staffordshire County Council and Veolia hold an operational contract until 2039. The facility supplies up to 23MW of electricity to the grid annually.

- Hanford Energy Recovery Facility (ERF) – The facility is owned by Stoke-on-Trent Council and the contract with Hanford Waste Services comes to an end in 2025.
- A Material Recycling Facility (MRF) - The facility is located in Aldridge in West Midlands and is owned by Biffa.

3.214 An EfW (Energy from Waste) facility has been in operation in Staffordshire since 2014, with a permitted operational capacity of 340,000 tonnes per annum. The facility diverts non-recycled household waste from landfill, using it to generate up to 23MW of electricity to supply the grid. It is expected that over 25 years the facility at Four Ashes will save the County Council over £250 million in landfill tax. However, incineration of waste does have environmental implications, with the total carbon emissions from incineration now overtaking coal in the UK. Whilst EfW does currently provide carbon benefits over landfill, it has been suggested that more plastic needs to be removed from the residual waste stream, either through kerbside collections or pre-treatment of waste before it is incinerated [\[See reference 59\]](#).

Delivery organisations

- Staffordshire Waste Partnership consisting of:
 - Staffordshire County Council
 - Stoke-on-Trent City Council
 - Newcastle-under-Lyme Borough Council
 - Cannock Chase District Council
 - East Staffordshire Borough Council
 - Lichfield District Council
 - South Staffordshire District Council
 - Stafford Borough Council
 - Tamworth Borough Council

Funding

3.215 Waste management is generally undertaken by commercial companies. However, some waste management facilities are provided by Staffordshire County Council and waste collection is arranged by Newcastle-under-Lyme Borough Council. These facilities are dependent on council funding.

Newcastle-under-Lyme Infrastructure Planning Approach

3.216 Development may be required to fund new or expansion to household waste recycling centres, including land costs, through developer contributions. A review of the Staffordshire and Stoke-on-Trent Joint Waste Local Plan (2010-2026) [See reference 60] in 2018 concluded that there was no need to revise the Waste Local Plan [See reference 61] and that it can continue to carry weight in the determination of planning applications for waste developments. It is set out in the plan that S106 obligations will be used for site-specific mitigation.

Key infrastructure planning matters arising from potential development

3.217 The capacity of waste recycling centres is likely to be the key issue in terms of waste management and the expansion of recycling centre facilities to accommodate the demands of new housing in Newcastle-under-Lyme borough should be considered.

Flooding and drainage

Current context

3.218 The responsibility for flood risk management and drainage is shared between Staffordshire County Council, the Environment Agency and waste water treatment companies. As Lead Local Flood Authority (LLFA), Staffordshire County Council is responsible for coordinating the management of flood risk across Newcastle-under-Lyme borough from flood sources arising from surface water, ground water and ordinary watercourses. The Environment Agency has a responsibility for the main rivers that are situated within the Borough, as well as managing responsibility for maintaining and managing flooding from these rivers. Severn Trent Water and United Utilities are responsible for addressing flooding impacts from the sewerage system.

3.219 The Borough lies within the Trent Valley Staffordshire Management Catchment, in the Trent – Source to Sow Rivers Operational Catchment. Lyme Brook, a tributary of the River Trent, is the main river in Newcastle-under-Lyme borough. There are a number of other smaller watercourses that flow through the area and the borough is the source for the River Lea and the River Tern.

3.220 The 2019 Strategic Flood Risk Assessment (SFRA) [\[See reference 62\]](#) sets out that the main risk of fluvial flooding in the Borough is from Lyme Brook in Newcastle-under-Lyme, Silverdale and Knutton. The River Lea in Madeley and Madeley Heath and smaller tributaries in the Borough also present some fluvial flood risk. The report recognises that there is a risk of surface water flooding in the Borough, with incidents being reported in Kidsgrove in 2007, 2009 and 2012, which included flooding due to surface water run-off and excess discharge through drainage systems and culverts.

3.221 Due to catchment topography, a number of watercourses in the Borough drain into other local authorities and feed into other catchments, including the

Trent, Severn and Weaver. As a result, it is important to consider cross-boundary flood risk impacts.

3.222 Key water environment partnership projects relevant to Newcastle-under-Lyme are set out below:

- Trent SUNRISE project – A programme of works to restore, buffer, link and recreate habitats across Stoke-on-Trent and the urban area of Newcastle, with a special focus on improving riverside areas and grassland restoration. This includes a range of interventions to improve watercourses, such as SuDS retrofitting, barrier removal, restoration, re-routing channels and pond creation.
- River Trent Headwaters Project – As part of the Staffordshire Trent Valley Catchment Partnership, the Headwaters project aims to identify locations where the rivers and brooks that form the Trent can be improved to create habitats for wildlife and beautiful places for people.

Delivery organisations

- Staffordshire County Council – Lead Local Flood Authority
- Environment Agency
- Severn Trent Water
- United Utilities

Funding

3.223 Funding for flood risk management schemes comes from either the Environment Agency or Staffordshire County Council budgets. Where large or strategic schemes are required, government funding can also be collected. If new development will benefit from such a scheme, developer contributions may also be collected towards it.

3.224 The Levelling-up and Regeneration Bill proposes significant changes to infrastructure funding through the planning system. A new Infrastructure Levy is proposed which will be set and adopted locally (by charging authorities who are generally Local Planning authorities) based on a percentage of the final gross development value. The imposition of the levy by charging authorities will be mandatory. A new infrastructure delivery strategy will also be required from local authorities, to clearly set out how the levy will be spent and how infrastructure will be delivered.

Newcastle-under-Lyme Infrastructure Planning Approach

3.225 In accordance with the NPPF, development is required to reduce flood risk through the application of the sequential approach and the exception test. Flood risk mitigation is generally required to be provided on site but developer contributions may be required in circumstances where off site provision is more suitable (such as, for example, contributing to a strategic flood alleviation scheme). All developments are expected to be designed and constructed in accordance with the sustainable drainage hierarchy.

Key infrastructure planning matters arising from potential development

3.226 Infrastructure implications of potential development sites are being discussed with the key service providers. Future iterations of the IDP will take these and any other relevant information into account.

Community

3.227 Community can be hard to define and prescribe in terms of infrastructure planning. Whilst planning can provide spaces for community and local culture to develop and be experienced, there are several other mechanisms which must come forward to ensure people within an area own, explore and express their own community identity. This section explores the areas where infrastructure planning can contribute to a community, including community centres, libraries and youth services. Cemeteries are also considered in this section as they provide space for community use, particularly with regards to funerals and paying respect to previous community members who have died.

Current context

Libraries

3.228 The Public Libraries and Museums Act 1964, states that local authorities in England have a statutory duty to provide a ‘comprehensive and efficient’ library service for all people working, living or studying full-time in the area who want to make use of it.

3.229 Libraries contribute to the following outcomes and should therefore be integral to all public service strategies:

- increased reading and literacy;
- improved digital access and literacy;
- cultural and creative enrichment;
- helping everyone achieve their full potential;
- healthier and happier lives;
- greater prosperity; and

- stronger, more resilient communities.

3.230 Against declining user numbers and issues, in line with national trends, Staffordshire County Council has implemented digital/technological solutions and introduced a Community Managed Library model to deliver savings and ensure that the service remains relevant and accessible.

3.231 Indications within the Staffordshire & Stoke Strategic Infrastructure Plan suggests that population growth would theoretically necessitate addition library provision within Newcastle-under-Lyme. However, across the Staffordshire Library Service, the priority is to ensure a modern flexible library offer and to not necessarily increase the number of library buildings unless there is a revenue budget to support the effective delivery of the library offer.

3.232 Within Newcastle-under-Lyme, the following library facilities can be found:

- Audley Library - run by volunteers;
- Kidsgrove Library;
- Church Lane, Knutton;
- Loggerheads Library;
- Newcastle Library;
- Keele University Library;
- Silverdale Library - run by volunteers; and
- Talke Pits Springhead Library.
- Mobile Library Services:
 - Baldwins Gate (Village Hall);
 - Chesterton (St Chad's Primary)
 - Betley (Church Lane); and
 - Wolstanton (Working Men's Club, Bradwell Methodist Church & Marsh Hall Community Centre).

3.233 It is important to recognise the overall decline in the traditional use of library services, which is seen both locally and nationally, and the changing nature in which people access information and learning. Wi-Fi and power sockets for customer use within library buildings are essential to enable and widen access to online information and digital resources. Increasingly library customers access the library offer remotely which requires continued investment in digital technology and online resources.

3.234 Possibilities exist therefore to deliver library services which meet users' requirements against budgetary constraints such as through the innovative shared use of multi-functional spaces and online platforms.

Community centres and youth services

3.235 Youth service in the county is led by the Staffordshire Council of Voluntary Youth Services (SCVYS), a voluntary service supporting children, young people and families. SCVYS has been a major partner in mitigating the potential negative implications of the closure of the local authority youth service in 2014. Support Staffordshire works with organisations in the wider community. Both SCVYS and Support Staffordshire act as an organisational structure for the many voluntary-led organisations across the county. Together these support the core youth and community services within Staffordshire, providing potential funding routes, advice and guidance.

3.236 The youth service is led by the voluntary sector. However, the County Council retains ownership of a reduced number of physical Youth Centres. It aims to maximise utilisation of these assets by other users, and also utilises other buildings where Youth Centres are not available. It is important to retain some of these centres as youth services are sometimes incompatible with other community uses. Across Staffordshire there are 10 dedicated centres that offer 'youth focused activities'. Two of these are located in Newcastle-under-Lyme. There are six community centres located in the borough. Further to this, there are a number of spaces in the Borough that provide a range of activities and support for youth and communities [**See reference 63**].

3.237 Organisations that have membership with SCVYS are required to have appropriate minimum operating standards in places, which include robust governance arrangements, health and safety procedures and DBS checks for staff. Organisations sharing membership with SCVYS include the below.

- Alternative education
- Arts, Drama and Music
- Faith based
- Family support
- Girlguiding
- LGBTQ+
- Scouts
- SEND or disability

Cemeteries

3.238 There are 54.81 hectares of cemetery and churchyard space in Newcastle-under-Lyme Borough, which is equivalent to 0.42 ha per 1000 population (in 2020). There are eight cemeteries in Newcastle-under-Lyme (Attwood Street Cemetery, Audley Cemetery, Chesterton Cemetery, Keele Cemetery, Knutton Cemetery, Madeley Cemetery, Newcastle Cemetery and Silverdale Cemetery). The oldest cemetery in Newcastle-under-Lyme was built in June 1851, with the newest, Audley Cemetery being built in October 2011 **[See reference 64]**.

3.239 Open space provision in Newcastle-under-Lyme Borough in relation to churches and cemeteries has received an 80% OS Quality standard. This score meets the recommended strategic target for Open Space Standards, meaning the quality of these sites is 'very good'. Sites below a threshold of 70% are a priority for further assessment, investment, intervention or review **[See reference 65]**.

Delivery organisations

Community buildings including youth services

3.240 Buildings which provide for community uses (including those which deliver youth services) are managed by several different stakeholders, including Newcastle-under-Lyme Borough Council, Staffordshire County Council and parish and town councils. This requires partnership working in order to ensure community services are provided in an efficient and integrated way.

Libraries

- Staffordshire County Council

Cemeteries

- Cemeteries are delivered through partnership working by several different stakeholders, including Newcastle-under-Lyme Borough Council, parish and town councils, Environment Agency, private landowners and developers.

Funding

3.241 The Levelling-up and Regeneration Bill proposes significant changes to infrastructure funding through the planning system. A new Infrastructure Levy is proposed which will be set and adopted locally (by charging authorities who are generally Local Planning authorities) based on a percentage of the final gross development value. The imposition of the levy by charging authorities will be mandatory. A new infrastructure delivery strategy will also be required from local authorities, to clearly set out how the levy will be spent and how infrastructure will be delivered.

Community buildings including youth services

3.242 Funding for community centres arises from the commercial activities of the individual building, but are usually supported by additional funding from local government and other grants from charitable organisations such as the National Lottery. Developer contributions may be collected where new development is likely to increase demand on new existing facilities and where large-scale development is coming forward it is assumed that community provision would be provided by that development.

Libraries

3.243 Arts Council England (ACE) is a key partner and funder for the delivery of libraries. They can provide capital grants, revenue grants to National Portfolio Organisations and project grants.

Cemeteries

3.244 Providing cemeteries is considered by many to be an essential service although it is not a statutory function of the local government. Council funding can be used for the delivery of new burial space; however their delivery can also be secured through developer contributions.

Newcastle-under-Lyme Infrastructure Planning Approach

3.245 In accordance with relevant Local Plan policies, development is expected to fund provision of community facilities, where the need arises from development.

Emergency services

Current context

Police

3.246 Staffordshire is policed by Staffordshire Police, with 18 police stations within the county, two of which are located in Newcastle-under-Lyme.

3.247 Development in Newcastle-under-Lyme will lead to increased demand on the police service. The location and scale of any development that comes forward will influence how the service may need to adapt to accommodate the new population.

Fire and Rescue

3.248 Staffordshire Fire and Rescue Service (SFRS) is responsible for the whole of the county, with the Northern Service Delivery Group covering Newcastle-under-Lyme borough. There are 29 fire stations within Staffordshire, with three being located within Newcastle-under-Lyme borough. A range of community safety initiatives, road safety education sessions and older persons and youth engagement is also provided by the service.

Ambulance

3.249 West Midlands Service NHS Foundation Trust (WMASFT) operates ambulance services within Newcastle-under-Lyme borough. The last inspection of the service in 2019 found that it is performing to an 'outstanding' level overall [See reference 66]. There are four ambulance stations within Staffordshire currently (Cartello Ambulance, Cheshire Ambulance, West Midlands Ambulance

Hub Stafford Hub, West Midlands Ambulance Service Stoke Hub). The spatial distribution of development in the emerging Local Plan will be discussed with the ambulance service and this will be taken into account in future iterations of the IDP.

Delivery organisations

- Staffordshire Police
- Staffordshire Fire and Rescue Service (SFRS)
- West Midlands Service NHS Foundation Trust (WMASFT)

Funding and Newcastle-under-Lyme Infrastructure Planning Approach

3.250 Funding for the emergency services outlined above come from government budgets and council tax. Developer contributions may also be collected if there is a demonstrable requirement, this often comes in the form of section 106 agreements. The Newcastle-under-Lyme Borough Council Developer Contributions SPD sets out [\[See reference 67\]](#) sets out how any requirements for community safety measures, and financial contributions towards them, would be based on discussions with the Police, largely through the Community Safety Partnership.

3.251 New development within the Borough set out in the emerging Local Plan may require developer contributions for fire service infrastructure.

3.252 Ambulances are funded by the NHS and developer contributions are not typically collected for them in Newcastle-under-Lyme.

3.253 The Levelling-up and Regeneration Bill proposes significant changes to infrastructure funding through the planning system. A new Infrastructure Levy is proposed which will be set and adopted locally (by charging authorities who are

generally Local Planning authorities) based on a percentage of the final gross development value. The imposition of the levy by charging authorities will be mandatory. A new infrastructure delivery strategy will also be required from local authorities, to clearly set out how the levy will be spent and how infrastructure will be delivered.

Key infrastructure planning matters arising from potential development

3.254 A key issue for emergency services will be ensuring that the development proposals are considered, and that the implication of the spatial strategy is understood. It is important to ensure that service delivery is linked to growth so that equipment procurement can be managed effectively, however this is not infrastructure per se and is not included in this IDP. Future iterations of the IDP will explore the need for physical infrastructure such as buildings or touchdown locations.

3.255 New development may require developer contributions for fleet and staff set up costs and kit, as well as upgrades to existing radio and emergency centre call capacity and siting of Automatic Number Plate Recognition cameras.

3.256 Similarly, future iterations of this IDP will address fire and rescue and ambulance requirements following further engagement with the service providers.

Chapter 4

Summary and conclusions

4.1 Newcastle-under-Lyme Borough Council have commissioned LUC and Navigus Planning to prepare an Infrastructure Delivery Plan (IDP) to support the council's emerging Local Plan. The Local Plan is at the Regulation 18 consultation stage. The draft Local Plan consultation sets out the amount of housing and employment development and supporting infrastructure required. It also identifies the main locations where the council consider this development should take place.

4.2 This document describes the existing infrastructure provision in Newcastle-under-Lyme and defines the key infrastructure planning issues and opportunities arising from the potential growth areas, based on literature review and consultation with infrastructure providers. It is a key part of the evidence base which supports the draft Local Plan Regulation 18 consultation and can be used to inform the council's whole plan viability assessment. This document should be read in conjunction with the accompanying 'infrastructure schedule' spreadsheet, which sets out the infrastructure required to support the scale of development included in both the extant and emerging Local Plans.

4.3 The draft Local Plan is at a relatively early stage and it is possible, following consultation, that changes may be made to the content, including the locations which have initially been outlined for potential growth. This report should be seen as a 'snapshot in time' and future iterations of this report will take account of any relevant changes to the emerging Local Plan and updated information from infrastructure providers. More detail around funding and phasing will emerge at later consultation stages, and will be addressed in future iterations of the IDP.

Appendix A: Draft interim infrastructure schedules

A.1 The infrastructure schedule tables provided in this section set out infrastructure projects that have been identified, either in progress or planned, that will support the existing population and development proposed within Newcastle-under-Lyme Borough in the new Local Plan. The infrastructure schedule tables, which are divided by infrastructure topics sets out the type, location, relevant growth areas, priority, phasing, costs and funding sources for each infrastructure scheme where this information is known.

A.2 The nature of planning for infrastructure provision is dynamic – the context changes constantly due to new evidence, changing priorities, changes to available funding streams and technologies. As such any infrastructure report must be regarded as a ‘snapshot’ in time, and that the infrastructure picture will continue to evolve after its publication. In light of this context, it should be noted that this report and its accompanying infrastructure schedule are interim documents which will be updated to support future Newcastle-under-Lyme Local Plan consultation stages.

A.3 ‘Essential’ infrastructure schemes are those that are identified as preventing development coming forward if they are not delivered or schemes that will provide significant support to the aspirations of the Borough.

A.4 The delivery phasing and costs of the projects set out in this schedule are estimates based on the best available information at the time of production of this document. Where information is not yet available, ‘TBC’ (to be confirmed) has been used to signify that this information will become available at a later stage of the IDP

Transport

Ref	Category	Sub category	Location	Relevant proposed sites	Infrastructure project and description	Priority: Essential / Other	Phasing (Short Term: 2023-2027; Medium Term: 2027-2031; Long Term: 2031-2040)	Costs (where known)	Funding (where known)	Main Delivery Partners
T1	Transport	Bus	Sub Area 2: Strategic Centre: Newcastle Urban Area, Sub Area 4: Keele University Corridor and Stoke-on-Trent	All proposed sites located within Sub Area 2 & 4	Potential opportunity to develop a BRT (bus rapid transport) network for Keele-Newcastle-Hanley corridor, which could formulate strong spines for the potential network(s) and to set standards to which other services will then progressively be upgraded.	Essential	Medium - long term	Subject to availability of funds e.g. Transforming Cities Fund and other sources)	Government	First Potteries; Staffordshire County Council; Newcastle-under-Lyme Borough Council; Stoke-on-City Council
T2	Transport	Bus	Sub Area 2: Strategic Centre: Newcastle urban area	TBC	Green bus station (as part of TIP sustainable transport solutions) - Powered by solar energy and including smart bus shelters. Provision of real time bus information including departure times and average walk times to the nearest bus stops	Other	Short Term	TBC	Government Town Deal Package	Newcastle-under-Lyme Borough Council; bus companies and Staffordshire County Council

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Ref	Category	Sub category	Location	Relevant proposed sites	Infrastructure project and description	Priority: Essential / Other	Phasing (Short Term: 2023-2027; Medium Term: 2027-2031; Long Term: 2031-2040)	Costs (where known)	Funding (where known)	Main Delivery Partners
T3	Transport	Bus	Sub Area 3: Rural, Central; Sub Area 4: Keele University corridor; Sub Area 2: Strategic Centre: Newcastle urban area; Sub Area 4: Keele University	All sites located along and adjacent to A525 Keele corridor	Greening of bus fleet on the A525 Keele corridor (as part of TIP sustainable transport solutions) to improve air quality within the Borough	Essential	Short - Medium Term	TBC	Government Town Deal Package	Newcastle-under-Lyme Borough Council; bus companies and Staffordshire County Council
T4	Transport	Bus	Sub Area 2: Strategic Centre: Newcastle urban area; Sub Area 3: rural central; Sub Area 4: Keele University corridor	All sites located within the Sub Areas	Improvement measures to bus routes to Keele and circular bus route to connect Knutton, Chesterton and Silverdale; maximise connectivity and reliability of bus services	Essential	Short – Medium Term	£3.91million	Government Town Deal Package	Newcastle-under-Lyme Borough Council; bus companies and Staffordshire County Council

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Ref	Category	Sub category	Location	Relevant proposed sites	Infrastructure project and description	Priority: Essential / Other	Phasing (Short Term: 2023-2027; Medium Term: 2027-2031; Long Term: 2031-2040)	Costs (where known)	Funding (where known)	Main Delivery Partners
T5	Transport	Active Travel	Sub Area 2: Strategic Centre: Newcastle urban area; Sub Area 3: rural central; Sub Area 4: Keele University corridor	TBC	Town centre permeability improvements (as part of TIP) - Package of walking and cycling measures, including upgraded pedestrian and cycle crossing facilities, segregated walking/cycling routes and improved connectivity to greenways to promote cycle accessibility across wider network	Other		£1 million required to upgrade existing at-grade crossing on Barracks Road	Government Town Deal Package	Newcastle-under-Lyme Borough Council

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Ref	Category	Sub category	Location	Relevant proposed sites	Infrastructure project and description	Priority: Essential / Other	Phasing (Short Term: 2023-2027; Medium Term: 2027-2031; Long Term: 2031-2040)	Costs (where known)	Funding (where known)	Main Delivery Partners
T6	Transport	Private Car	Sub Area 2: Strategic Centre: Newcastle urban area	TBC	Electric charging infrastructure (as part of TIP) - 20 charging units (40 charging spaces) at car park locations and taxi ranks in the town centre	Essential	Short-Medium Term	£680,000	Government Town Deal Package	Newcastle-under-Lyme Borough Council
T7	Transport	Active travel	Whole Borough	TBC	Priority Cycle Networks - Staffordshire County Council have identified that £31m of investment is required up to 2030/31 to deliver 200 schemes on the priority cycle networks in Burton upon Trent, Cannock, Lichfield, Newcastle-under-Lyme, Stafford and Tamworth.	Essential	Medium Term	£31m	Staffordshire County Council	TBC

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Ref	Category	Sub category	Location	Relevant proposed sites	Infrastructure project and description	Priority: Essential / Other	Phasing (Short Term: 2023-2027; Medium Term: 2027-2031; Long Term: 2031-2040)	Costs (where known)	Funding (where known)	Main Delivery Partners
T8	Transport	Roads, bus, rail and active travel	Sub Area 2: Newcastle Town Urban Area		<p>Town centre traffic flow improvements- Removal of through traffic in the Town Centre, through the pedestrianisation of Hassel Street;</p> <ul style="list-style-type: none"> - Improving accessibility to the Town Centre by all transport modes; - Encourage economic regeneration and housing growth; - Enhancing accessibility to universities, colleges, hospitals, rail stations and retail centres and; - Engineering measures (junction modifications) and signing improvements to reduce road injury if appropriate and justifiable. 	Essential	Short and Medium Term (some projects will be delivered in the next few years, some later)	TBC	Staffordshire County Council	Staffordshire County Council and Newcastle Borough Council

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Ref	Category	Sub category	Location	Relevant proposed sites	Infrastructure project and description	Priority: Essential / Other	Phasing (Short Term: 2023-2027; Medium Term: 2027-2031; Long Term: 2031-2040)	Costs (where known)	Funding (where known)	Main Delivery Partners
T9	Transport	Rail	Sub Area 2: Newcastle-under-Lyme Ward: Maer and Whitmore Madeley and Betley		HS2 - 9.1km of HS2 will pass through the parishes of Whitmore and Madeley, within the Newcastle-under-Lyme Borough Council and Staffordshire County Council areas.	Essential	Short Term (this phase will be complete by 2026)	The total cost for HS2 is 72bn and £98bn. Phase 2 (which passes through Staffordshire) is £5.2 billion- £7.2 billion	Grant-in-aid from the government	Department for Transport
T10	Transport	Roads	Staffordshire (County-wide)	TBC	M6 Junction 13 to 15 Smart Motorway Scheme. By 2040, National Highways aims to have transformed the busiest sections of the Strategic Road Network to deliver a free-flowing network which is safe, serviceable and supports economic growth. This includes a £87.5m M6 Junction 10a to 13 Smart Motorway scheme in Staffordshire which was successfully delivered in 2016 and the M6 Junction 13 to 15	Essential	Short to Long Term	Part of a larger £11.3b investment	TBC	National Highways

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Ref	Category	Sub category	Location	Relevant proposed sites	Infrastructure project and description	Priority: Essential / Other	Phasing (Short Term: 2023-2027; Medium Term: 2027-2031; Long Term: 2031-2040)	Costs (where known)	Funding (where known)	Main Delivery Partners
					Smart Motorway scheme currently under construction.					
T11	Transport	Roads	Norton Bridge	TBC	Remodelling for modernisation and installation of new flyover	Essential	Short	Part of a larger £38b investment up till 2019	TBC	Network Rail
T12	Transport	Rail	Whole Borough	TBC	Modernisation and electrification/increased line speed of the Chase railway line	Essential	Short	Part of a larger £38b investment up till 2019	TBC	Network Rail
T13	Transport	Bus	Sub-Area 2: Newcastle-under-Lyme town/Stoke-on-Trent	TBC	The proposals on Basford Bank involve a bus gate at the bottom of the A53 Etruria Road, by the A500 roundabout.	T13	Transport	Bus	Sub-Area 2: Newcastle-under-Lyme town/Stoke-on-Trent	TBC
T14	Transport	Road	Sub Area 4: Keele University corridor	TBC	Improvements between Junction 13 and 15 on M6. ■ permanent conversion of the hard shoulder to	Essential	Short	£232.3 to £335.4 million	Government	National Highways

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Ref	Category	Sub category	Location	Relevant proposed sites	Infrastructure project and description	Priority: Essential / Other	Phasing (Short Term: 2023-2027; Medium Term: 2027-2031; Long Term: 2031-2040)	Costs (where known)	Funding (where known)	Main Delivery Partners
					<p>create a fourth lane and changing the junctions to accommodate this</p> <ul style="list-style-type: none"> ■ new CCTV cameras and electronic information signs and signals on gantries - these will show variable mandatory speed limits and manage traffic flow and incidents ■ emergency refuge areas throughout the length of the scheme ■ the hardening of the central reserve and installation of a 					

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Ref	Category	Sub category	Location	Relevant proposed sites	Infrastructure project and description	Priority: Essential / Other	Phasing (Short Term: 2023-2027; Medium Term: 2027-2031; Long Term: 2031-2040)	Costs (where known)	Funding (where known)	Main Delivery Partners
					<p>reinforced barrier to improve safety</p> <ul style="list-style-type: none"> ■ nearly 2km of new noise barriers in built up areas ■ upgrades to Dunston and Norton railway bridges ■ widening of Creswell Viaduct ■ demolition of the redundant Creswell Home Farm bridge ■ minor improvements to Junction 15 					

Education

Ref	Category	Sub category	Location	Relevant proposed sites	Infrastructure project and description	Priority: Essential / Other	Phasing (Short Term: 2023-2027; Medium Term: 2027-2031; Long term: 2031-2040)	Costs (where known)	Funding (where known)	Main Delivery Partners
E4	Education	Secondary education	Sub Area 3: Central		Madeley High School expansion - To accommodate for dwellings in the Madeley Catchment area with planning approval, Madeley High School is being expanded to include two additional teaching rooms, a new science laboratory and additional dining and seating areas.	Essential	Short	TBC	TBC	Shaw Education Trust
E5	Education	Primary Education	Sub Area 4: Keele University corridor	SP11	New 2FE Primary School - Should residential site SP11 come forward, it is large enough (900 dwellings) to trigger the requirement for a new primary school. It is predicted that this housing development would generate	Essential	Medium to Long Term	£11.4 million (based on Staffordshire's standard school designs)	Developer contributions	SCC

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Ref	Category	Sub category	Location	Relevant proposed sites	Infrastructure project and description	Priority: Essential / Other	Phasing (Short Term: 2023-2027; Medium Term: 2027-2031; Long term: 2031-2040)	Costs (where known)	Funding (where known)	Main Delivery Partners
					approximately 189 primary school pupils.					
E6	Education	Primary Education	Sub Area 1: Urban centre - Kidsgrove Talke and Chesterton	TK30, CT1	New 2FE Primary School - Should residential sites TK30 (394 dwellings) and CT1 (900 dwellings) come forward, they would trigger the requirement for a new primary school. It is predicted that these housing developments would generate approximately 272 primary school pupils.	Essential	Medium to Long Term	£11.4 million (based on Staffordshire's standard school designs)	Developer contributions	SCC
E7	Education	Primary education	Sub Area 2: Strategic Centre - Newcastle-under-Lyme Westbury Park & Northwood	SB12	Extension to Seabridge Primary School - to support the delivery of new homes in the immediate surroundings	Essential	Short - Medium Term	TBC	Developer contributions	SCC

Green Infrastructure, open space and sports

Ref	Category	Sub category	Location	Relevant proposed sites	Infrastructure project and description	Priority: Essential / Other	Phasing (Short Term: 2023-2027; Medium Term: 2027-2031; Long term: 2031-2040)	Costs (where known)	Funding (where known)	Main Delivery Partners
SI1	Sports	Sports pitches	Sub Area 1: Urban Centre Kidsgrove and Ravenscliffe	TBC	Dry-side facilities - Having closed in 2017, the dry-side facilities at Kidsgrove Sports Centre are expected to be re-opened following the transfer of ownership and funding contribution from Staffordshire County Council to Newcastle Borough Council.	Other	Short	£6million total cost. £2.45 million has been allocated from Kidsgrove's Town Deal. The rest of the capital funding is coming from the borough council and partner agencies.	Ministry of Housing, Communities and Local Government	Staffordshire County Council, Newcastle Borough Council and Kidsgrove Sports Centre Community Group.

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Ref	Category	Sub category	Location	Relevant proposed sites	Infrastructure project and description	Priority: Essential / Other	Phasing (Short Term: 2023-2027; Medium Term: 2027-2031; Long term: 2031-2040)	Costs (where known)	Funding (where known)	Main Delivery Partners
SI2	Sports	Indoor sports	Newcastle-under-Lyme Newcastle Town Urban Area	TBC	Indoor netball facility at Newcastle-under-Lyme School	Other	Short Term	TBC	The project is being led by the Club from funds secured through one of its members	TBC
SI3	Sports	Sports pitches	Sub Area 1: Kidsgrove urban centre	TBC	The King's Church of England School 3G Caged Facility -	Other	TBC	TBC	TBC	TBC

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Ref	Category	Sub category	Location	Relevant proposed sites	Infrastructure project and description	Priority: Essential / Other	Phasing (Short Term: 2023-2027; Medium Term: 2027-2031; Long term: 2031-2040)	Costs (where known)	Funding (where known)	Main Delivery Partners
G11	Green Infrastructure	Habitats	Sub Area 2: Strategic Centre: Newcastle urban area	TBC	Trent SUNRISE project - Identifies a programme of works to link, buffer, restore and recreate habitats across Stoke and the urban area of Newcastle, with a special focus on improving riverside areas and grassland restoration.	Other	Short Term	£3.6 million	European Regional Development Fund	Led by Stoke-on-Trent City Council and delivered by Staffordshire Wildlife Trust and other partners
G12	Green Infrastructure	Habitats and leisure space	Sub Area 2: Strategic Centre: Newcastle urban area	TBC	River Trent Headwaters Project - The Headwaters project aims to identify locations and opportunities where the rivers and brooks, which encompass the Trent Headwaters, can be improved to create better environments for people and wildlife across Stoke-on-Trent and Newcastle-under-Lyme.	Other	TBC	TBC	TBC	TBC

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Ref	Category	Sub category	Location	Relevant proposed sites	Infrastructure project and description	Priority: Essential / Other	Phasing (Short Term: 2023-2027; Medium Term: 2027-2031; Long term: 2031-2040)	Costs (where known)	Funding (where known)	Main Delivery Partners
GI3	Green Infrastructure	GI travel corridors	Sub Area 2: Strategic Centre: Newcastle urban area	TBC	Old Madeley Manor – The Glading's – Walton's Wood - Newcastle West Green Gateway Green Infrastructure Corridor.	Other	TBC	TBC	Funding for the Green Infrastructure will come from a number of sources both monetary and in-kind.	TBC

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Ref	Category	Sub category	Location	Relevant proposed sites	Infrastructure project and description	Priority: Essential / Other	Phasing (Short Term: 2023-2027; Medium Term: 2027-2031; Long term: 2031-2040)	Costs (where known)	Funding (where known)	Main Delivery Partners
GI4	Green Infrastructure	Habitats and GI travel corridors	Newcastle to Shropshire Union Canal	TBC	Newcastle to Shropshire Union Canal Greenway Green corridor.	Other	TBC	TBC	Funding for the Green Infrastructure will come from a number of sources both monetary and in-kind.	TBC

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Ref	Category	Sub category	Location	Relevant proposed sites	Infrastructure project and description	Priority: Essential / Other	Phasing (Short Term: 2023-2027; Medium Term: 2027-2031; Long term: 2031-2040)	Costs (where known)	Funding (where known)	Main Delivery Partners
GI5	Green Infrastructure	Habits and leisure space	Whole borough	TBC	<p>Various GI projects - These include sites being delivered and managed in partnership by parish councils collaborating with others, such as the Leddy's Field Support Group working with the local parish council and Staffordshire Wildlife Trust.</p> <p>Also, sites being delivered as part of the Keele University estate, such as Keele Campus Woods.</p> <p>Others also include community action groups such as Save Our Greenspace.</p>	Other	TBC	TBC	TBC	<p>Groundwork West Midlands, Campaign for Protection of Rural England (CPRE), John Wedgwood Memorial Group, active branches of the Ramblers Association and local sports, archery and angling clubs, plus Forest School initiatives and steering groups for various historic sites.</p> <p>Keele University.</p>

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Ref	Category	Sub category	Location	Relevant proposed sites	Infrastructure project and description	Priority: Essential / Other	Phasing (Short Term: 2023-2027; Medium Term: 2027-2031; Long term: 2031-2040)	Costs (where known)	Funding (where known)	Main Delivery Partners
GI6	Green infrastructure	Habitats and leisure space	Sub Area 2: Strategic centre – Newcastle-under-Lyme	TBC	Silverdale Community Country Park - Land Trust owned and managed country park, with a wide range of outreach and community and audience development initiatives since the work to deliver the site has been implemented	Other	TBC	TBC	The Land Trust	The Land Trust
GI7	Green infrastructure	Habitats and leisure space	Sub Area 2: Strategic centre – Newcastle-under-Lyme May Bank	TBC	Lyme Brook –Various local initiatives by Friends Group and others, including development of community orchard, wildflower meadow funded by Severn Trent Community Fund.	Other	TBC	TBC	TBC	TBC
GI8	Green infrastructure	Habitats and leisure space	Whole Borough	TBC	Millennium Green Trusts Key aims of the Millennium Greens, as set out in their Trust Deeds, are as follows: • Make a substantial contribution to the life of the whole community. • Be able to be enjoyed by people of all ages and physical abilities. Be open and evident to	Other	TBC	TBC	TBC	TBC

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Ref	Category	Sub category	Location	Relevant proposed sites	Infrastructure project and description	Priority: Essential / Other	Phasing (Short Term: 2023-2027; Medium Term: 2027-2031; Long term: 2031-2040)	Costs (where known)	Funding (where known)	Main Delivery Partners
					visitors to the Locality as well as inhabitants					
GI9	Green Infrastructure	GI travel corridors	Sub Area 5: Rural South Meece Brook and Lea Valleys	TBC	To use legacy landscapes as a new green transport corridor along the haul route created by HS2 Phase 2a. Opportunity to address the severances created by HS2 Phase 2a	Other	TBC	TBC	TBC	TBC
GI10	Green Infrastructure	GI travel corridors	A50	TBC	Strategic connection across the A50 to upgrade strategic access links/fill gaps. Improve the connection between green infrastructure across the borough and bridge the gaps over the existing A50 which divides them.	Other	TBC	TBC	TBC	TBC
GI11	Green Infrastructure	GI travel corridors	Sub Areas 1 and 2 (Kidsgrove and Newcastle town)	TBC	Enhancement of cycle commuting routes in the northern urban areas including an option to explore clean and safe "off-route" routes. Improvements to the existing off-road cycling route network across the northern urban area of NUL.	Other	TBC	TBC	TBC	TBC

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Ref	Category	Sub category	Location	Relevant proposed sites	Infrastructure project and description	Priority: Essential / Other	Phasing (Short Term: 2023-2027; Medium Term: 2027-2031; Long term: 2031-2040)	Costs (where known)	Funding (where known)	Main Delivery Partners
GI12	Green Infrastructure	GI travel corridors	Sub Area 1: Kidsgrove Birchenwood County Park and Hayles	TBC	Addressing gaps in Public Right of Way network. Scope to address local gaps in PRow provision which could then create a more strategic, connected access network, e.g., near Birchenwood Country Park and Hales.	Other	TBC	TBC	TBC	TBC
GI13	Green Infrastructure	Leisure space	Sub Area 1: Kidsgrove Bathpool and Clogh Hall Parks	TBC	Addressing safety issues within key urban parks. To explore user group development and activation/audience development programmes for key urban parks with current safety issues.	Other	TBC	TBC	TBC	TBC
GI14	Green Infrastructure	Habitats	Sub Area 5: Rural South Stableford and Baldwin's Gate	TBC	Restoration following HS2 for landscape connectivity. Replanting ancient woodlands and fieldscapes around Whitmore Wood, Hey Sprink and the Meece Brook and Lea Valleys. There are also landscape restoration enhancement opportunities associated with HS2 at Stableford and Baldwin's Gate.	Other	TBC	TBC	TBC	TBC

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Ref	Category	Sub category	Location	Relevant proposed sites	Infrastructure project and description	Priority: Essential / Other	Phasing (Short Term: 2023-2027; Medium Term: 2027-2031; Long term: 2031-2040)	Costs (where known)	Funding (where known)	Main Delivery Partners
GI15	Green Infrastructure	Habitats	Borough wide	TBC	Improving ancient woodland and fieldscapes connectivity. Ancient woodland connectivity and enhanced connective planting could link ancient and semi-natural woodland sites and create a more wild farmland landscape mosaic/network of habitats for nature recovery, delivered through Environmental Land Management (ELM) and other mechanisms.	Other	TBC	TBC	TBC	TBC
GI16	Green Infrastructure	GI travel corridors	Sub Area 1: Kidsgrove A500 Corridor	TBC	Landfill restoration - Enhancement of the A500 corridor, considering peri-urban sites such as restored landfill sites.	Other	TBC	TBC	TBC	TBC
GI17	Green Infrastructure	Habitats and leisure space	Sub Area 1: Newcastle Town Lyme Brook	TBC	Multi-functional landscape restoration and enhancement. Lyme Brook (southeast) presents a key opportunity for multi-functional landscape restoration and enhancement, not just for amenity and landscape experience and setting,	Other	TBC	TBC	TBC	TBC

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Ref	Category	Sub category	Location	Relevant proposed sites	Infrastructure project and description	Priority: Essential / Other	Phasing (Short Term: 2023-2027; Medium Term: 2027-2031; Long term: 2031-2040)	Costs (where known)	Funding (where known)	Main Delivery Partners
					but also potentially natural flood management and biodiversity, among others.					

Utilities

Ref	Category	Sub category	Location	Relevant proposed sites	Infrastructure project and description	Priority: Essential / Other	Phasing (Short Term: 2023-2027; Medium Term: 2027-2031; Long term: 2031-2040)	Costs (where known)	Funding (where known)	Main Delivery Partners
U1	Utilities	Broadband	Whole Borough	All proposed sites	Gigafast Staffordshire - Improvement to provide lightning-fast, reliable broadband to homes and businesses across the Staffordshire (Gigabit broadband speed (1000Mbps) capability to communities)	Other	Medium Term	£72-123 million Indicative contract value (subject to change)	Government	Government Superfast Staffordshire Private operators
U2	Utilities	Broadband	Sub Area 2: Strategic Centre: Newcastle Urban Area	All proposed sites located within Sub Area 2	Smart Newcastle - digital infrastructure - roll out of public town centre Wi-Fi (as part of TIP) to help address the speed and coverage of the digital network which is highly variable across the Town Deal area.	Other	Short Term	TBC	Government Town Deal Package	Newcastle-under-Lyme Borough Council
HW1	Utilities Waste water	Sub Area 5: Rural South			HW1	Utilities	Waste water	Sub Area 5: Rural South		

Community

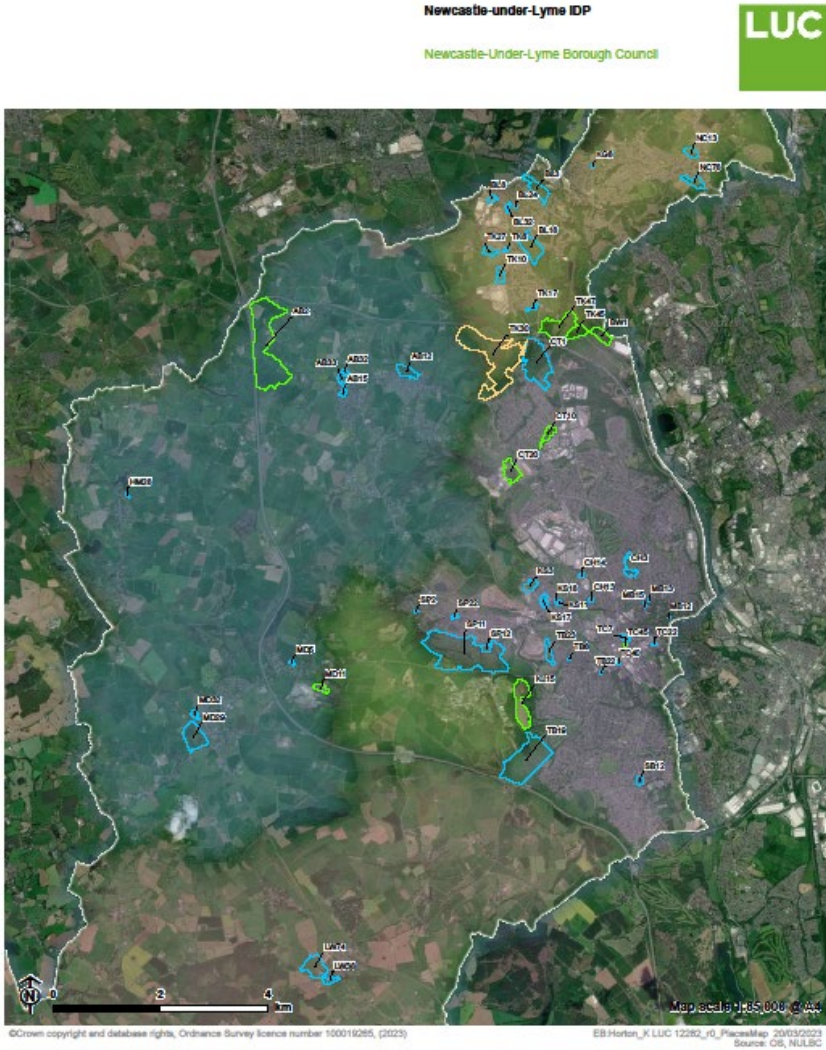
Ref	Category	Sub category	Location	Relevant proposed sites	Infrastructure project and description	Priority: Essential / Other	Phasing (Short Term: 2023-2027; Medium Term: 2027-2031; Long term: 2031-2040)	Costs (where known)	Funding (where known)	Main Delivery Partners
C1	Community	Cultural	Sub Area 2: Strategic Centre: Newcastle urban area	TBC	Astley Centre for Circus and Performing Arts - including workspace, fully equipped studios, education space and accommodation in repurposed building; also including a dedicated and fully equipped site to pitch big tops.	Other	TBC	£2.8 million	Government Town Deal Package	Newcastle-under-Lyme Borough Council
C2	Community	Skills Development	Sub Area 2: Strategic Centre: Newcastle urban area	TBC	Digital Society Centre - a new hub facility that will provide flexible spaces for learning and small businesses to drive productivity and increase skill levels in the Borough	Other	TBC	18.4 million	Government Town Deal Package	Newcastle-under-Lyme Borough Council

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Ref	Category	Sub category	Location	Relevant proposed sites	Infrastructure project and description	Priority: Essential / Other	Phasing (Short Term: 2023-2027; Medium Term: 2027-2031; Long term: 2031-2040)	Costs (where known)	Funding (where known)	Main Delivery Partners
C3	Community	Social and Wellbeing	Sub Area 2: Strategic Centre: Newcastle urban area	Knutton	Regeneration as part of TIP - including new social and community facilities and a new village hall and village green.	Other	TBC	TBC	Government Town Deal Package	Newcastle-under-Lyme Borough Council

Appendix B: Proposed development sites

Figure B.1: Proposed development sites (Feb 2023)



- 1.13 - All Proposed Sites
- Newcastle-Under-Lyme Borough boundary
 - Proposed employment site
 - Proposed residential site
 - Proposed mixed site
 - Sub-area

Appendix B

Figure B.2: Potential development sites

Broad Locations	Ward	Site Reference (SHELAA Reference)	Site Address	Size (ha)	Proposed Use and Estimated Delivery timescale	Potential Development Capacity (New Dwellings)
Rural areas – central	Audley	AB12	Land East of Diglake Street, Bignall End	6.34	Housing 0-5 years & 6-10 years	216 (was 152 in the SHELAA proforma)
Rural areas – central r	Audley	AB15	Land North of Vernon Avenue, Audley	1.55	Housing 0-5 years & 6-10 years	52
Rural areas – central region	Audley	AB32	Land off Nursery Gardens, Audley	0.98	Housing 6-10 years	29
Rural areas – central	Audley	AB33	Land off Nantwich Road / Park Lane (1) Audley	2.74	Housing 6-10 years	94
Urban centre - Kidsgrove	Talke & Butt Lane	BL18	Clough Hall Playing Fields, Talke	13.45	Housing 0-5 years & 6-10 years & 11-15 years	240

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Broad Locations	Ward	Site Reference (SHELAA Reference)	Site Address	Size (ha)	Proposed Use and Estimated Delivery timescale	Potential Development Capacity (New Dwellings)
Urban centre - Kidsgrove	Talke & Butt Lane	BL24	Land adjacent 31 Banbury Street, Talke	0.27	Housing 0-5 years	13
Urban centre - Kidsgrove	Talke & Butt Lane	BL3	Land at Slacken Lane, Talke (1)	9.28	Housing 6-10 years	300
Urban centre - Kidsgrove	Talke & Butt Lane	BL32	Land at Congleton Road, Butt Lane	0.85	Housing 0-5 years & 6-10 years	30
Urban centre - Kidsgrove	Talke & Butt Lane	BL8	Land adjacent to roundabout at West Avenue, Kidsgrove	1.42	Housing 0-5 years	44
Strategic centre – Newcastle-under-Lyme	Cross Heath	CH13	Castletown Grange, Douglas Road, Cross Heath	0.59	Demolition 35 units 0-5 years. Housing no data	16
Strategic centre – Newcastle-under-Lyme	Cross Heath	CH14	Maryhill Day Centre, Wilmott Drive, Cross Heath	0.69	Housing 0-5 years	25
Strategic centre – Newcastle-under-Lyme	Cross Heath	CH3	Land at Hoon Avenue, Newcastle	3.79	Housing 0-5 years & 6-10 years	100

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Broad Locations	Ward	Site Reference (SHELAA Reference)	Site Address	Size (ha)	Proposed Use and Estimated Delivery timescale	Potential Development Capacity (New Dwellings)
Strategic centre – Newcastle-under-Lyme	Crackley & Red Street	CT1	Land at Red Street and High Carr Farm, Chesterton	32.04	Housing 6-10 years & 11-15 years	900
Rural areas – central	Madeley & Betley	HM28	Land off East Lawns, Betley	0.23	Housing 0-5 years and 6-10 years	6
Urban centre - Kidsgrove	Kidsgrove & Ravenscliffe	KG6	William Road, Kidsgrove (site of the Galley PH)	0.18	Housing 0-5 years	10
Strategic centre – Newcastle-under-Lyme	Knutton	KS11	Knutton Community Centre, High Street, Knutton	0.64	Housing 0-5 years and 6-10 years	23
Strategic centre – Newcastle-under-Lyme	Knutton	KS17	Knutton Recreation Centre, Knutton Lane	2.33	Housing and employment 6-10 years	51
Strategic centre – Newcastle-under-Lyme	Knutton	KS18	Land North of Lower Milehouse Lane, Knutton	0.12	Housing 0-5 years and 6-10 years	10
Strategic centre – Newcastle-under-Lyme	Knutton	KS3	Land at Blackbank Road,	3.76	Housing 0-5 years &	123

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Broad Locations	Ward	Site Reference (SHELAA Reference)	Site Address	Size (ha)	Proposed Use and Estimated Delivery timescale	Potential Development Capacity (New Dwellings)
			Knutton (adjacent Knutton Children's Centre)		6-10 years	
Rural areas – south	Maer & Whitmore	LW38	Land corner of A53 and Sandy Lane, Baldwin's Gate	2.72	Housing 0-5 years and 6-10 years	40
Rural areas – south	Maer & Whitmore	LW74	Land at Baldwin's Gate Farm, Site B	12.82	Housing 0-5 years and 6-10 years	200
Strategic centre – Newcastle-under-Lyme	May Bank	MB12	Stoneyfields Court, May Bank	0.12	Unknown delivery timescale; likely to be delivered before the adoption of the LP by 2024/2025	12
Strategic centre – Newcastle-under-Lyme	May Bank	MB13	Hyacinth Court, May Bank	0.23	Housing 0-5 years	8
Strategic centre – Newcastle-under-Lyme	May Bank	MB15	The Hollies, May Bank	0.11	likely to be delivered before the adoption of the	12

Appendix B

Broad Locations	Ward	Site Reference (SHELAA Reference)	Site Address	Size (ha)	Proposed Use and Estimated Delivery timescale	Potential Development Capacity (New Dwellings)
					Local Plan by 2024/2025	
Rural areas – central	Madeley & Betley	MD29	Land North of Bar Hill, Madeley	15.7	Unknown delivery timescale	300
Rural areas – central	Madeley & Betley	MD32	Land Adjacent to Rowley House, Moss Lane	1.64	Housing 0-5 years	42
Rural areas – south	Madeley & Betley	MD5	The Old Wharf, Madeley Heath	0.85	Housing 0-5 years and 6-10 years	15
Urban centre - Kidsgrove	Newchapel & Mow Cop	NC13	Land West of Bullockhouse Road, Harriseahead	3.22	Housing 6-10 years	100
Urban centre - Kidsgrove	Newchapel & Mow Cop	NC78	Land south of Pennyfield Road, Newchapel	5.03	Housing 0-5 years & 6-10 years	150
Strategic centre – Newcastle-under-Lyme	Westbury Park & Northwood	SB12	Land adjacent to Clayton Lodge Hotel	1.79	Housing 0-5 years and 6-10 years	48

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Broad Locations	Ward	Site Reference (SHELAA Reference)	Site Address	Size (ha)	Proposed Use and Estimated Delivery timescale	Potential Development Capacity (New Dwellings)
Strategic centre – Newcastle-under-Lyme	Silverdale	SP11	Former Keele Municipal Golf Course	75.74	Housing 6-10 years & 11-15 years & 16+ years	900
Strategic centre – Newcastle-under-Lyme	Silverdale	SP12	Site off Glenwood Close, Silverdale	2.01	Housing 0-5 years	50
Strategic centre – Newcastle-under-Lyme	Silverdale	SP2	Cheddar Drive, Silverdale	0.08	Housing 0-5 years	8
Strategic centre – Newcastle-under-Lyme	Silverdale	SP22	Site at St Luke's Close, Silverdale	0.7	Housing 0-5 years	36
Strategic centre – Newcastle-under-Lyme	Thistleberry	TB6	Former Pool Dam Pub Site, Orme Road, Poolfields, Newcastle	0.34	Housing 0-5 years	13
Strategic centre – Newcastle-under-Lyme	Thistleberry	TB19	Land south of Newcastle Golf Club, Whitmore Road	45.44	Housing 0-5 years & 6-10 years & 11-15 years	550
Strategic centre – Newcastle-under-Lyme	Westlands	TB22	35 Higherland, Westlands	0.21	Housing 0-5 years & 6-10 years	12

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Broad Locations	Ward	Site Reference (SHELAA Reference)	Site Address	Size (ha)	Proposed Use and Estimated Delivery timescale	Potential Development Capacity (New Dwellings)
Strategic centre – Newcastle-under-Lyme	Thistleberry	TB23	Land West of Galingale View, Thistleberry	4.37	Housing 0-5 years & 6-10 years	124
Strategic centre – Newcastle-under-Lyme	Town	TC22	Marsh Parade, Newcastle (former Zanzibar night club)	0.35	Housing 0-5 years	74
Strategic centre – Newcastle-under-Lyme	Town	TC40	Car Park, Blackfriars Road, Newcastle	0.2	Housing 0-5 years and 6-10 years	10
Strategic centre – Newcastle-under-Lyme	Town	TC7	Land bound by Ryecroft, Ryebank, Merrial Street, Corporation Street and Liverpool Road, Newcastle	1.92	Housing 0-5 years & 6-10 years	75
Urban centre - Kidsgrove	Talke & Butt Lane	TK10	Land at Crown Bank, Talke	5.33	Housing 0-5 years & 6-10 years	100
Urban centre - Kidsgrove	Talke & Butt Lane	TK17	Land off St Martins Road, Talke	1.24	Housing 0-5 years	44

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Broad Locations	Ward	Site Reference (SHELAA Reference)	Site Address	Size (ha)	Proposed Use and Estimated Delivery timescale	Potential Development Capacity (New Dwellings)
Urban centre - Kidsgrove	Talke & Butt Lane	TK27	Land off Coppice Road, Talke (2)	2.82	Housing 0-5 years & 6-10	60
Urban centre – Kidsgrove	Talke & Butt Lane	TK30 (mix)	Land off Talke Road and the A500, Talke	66.37	Housing 6-10 years & 11-15 years & 16+ years; Employment TBC	394
Urban centre - Kidsgrove	Talke & Butt Lane	TK6	Hill Top Primary and Talke Youth Centre, Talke	0.46	Housing 0-5 years	10
Rural areas – Keele University corridor	Keele	KL15	Land South of A525 between Keele University and Newcastle	18.05	Employment TBC	n/a
Urban centre - Kidsgrove	Talke & Butt Lane	TK47	Land North of Peacock Hay Road, Chatterley Valley	21.14	Employment TBC	n/a
Urban centre - Kidsgrove	Talke & Butt Lane	TK45	Land North of Peacock Hay Road, Chatterley Valley	6.65	Employment TBC	n/a

Appendix B

Broad Locations	Ward	Site Reference (SHELAA Reference)	Site Address	Size (ha)	Proposed Use and Estimated Delivery timescale	Potential Development Capacity (New Dwellings)
Strategic centre – Newcastle-under-Lyme	Bradwell	BW1	Chatterley Valley, Lowlands Road, Bradwell	6.5	Employment TBC	n/a
Rural areas – central region	Audley	AB2	Land adjoining corner of A500 and M6 southbound	69.91	Employment TBC	n/a
Strategic centre – Newcastle-under-Lyme	Holditch & Chesterton	CT10	Parkhouse Road West, Chesterton	4.16	Employment TBC	n/a
Strategic centre – Newcastle-under-Lyme	Holditch & Chesterton	CT20	Rowhurst Close, Chesterton	8.84	Employment TBC	n/a
Strategic centre – Newcastle-under-Lyme	Town	TC45	York Place, Newcastle Town Centre	0.3	Employment TBC	n/a
Rural areas – southern region	Madeley & Betley	MD11	Land Area 6 at Marley Eternit Tiles, Madeley Heath	2.93	Employment TBC	n/a

Appendix C: Infrastructure Planning Workshop attendance

Table C.1: Workshop Session One List of Attendees

Attendee
Newcastle-under-Lyme Council (Planning Policy)
LUC (Chair and Project Lead)
Navigus Planning (Project Support)
Stoke-on-Trent Council (Transport)
Staffordshire County Council (Flood Risk)
Staffordshire County Council (Planning Policy and Enabling)
Staffordshire County Council (Sustainability and Waste Management)
Staffordshire County Council (Transport)
Staffordshire County Council
Staffordshire County Council (Education)

Table C.2: Workshop Session Two List of Attendees

Attendee
Newcastle-under-Lyme Council (Planning Policy)
LUC (Chair and Project Lead)
Navigus Planning (Project Support)
BHB Architects (Audley Neighbourhood Planning Forum)

Appendix C

Attendee
Canal River Trust
Severn Trent Water
UU PLC
Enterprise Stoke & Staffordshire
Audley Neighbourhood Plan Group

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