



Newcastle-under-Lyme Topic Paper



Rural Area Topic Paper (June 2021)

Rural Hierarchy of Centres

Rural Area Topic Paper (October 2021)

Rural Hierarchy of Centres

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1. Introduction

- 1.1. The Council is currently preparing a Local Plan to help shape a sustainable future for the Borough of Newcastle-under-Lyme. It will replace the existing Joint Core Strategy (2009) and saved policies and will set out the spatial planning strategy and policy framework for the plan area up to 2040.
- 1.2. The Council is developing an evidence base to support and inform the preparation of Local Plan. This topic paper is designed to inform the spatial strategy for the rural area including the Hierarchy of Centres in the emerging Local Plan.

2. Context and Policy Review

- 2.1. The settlement hierarchy is a key element of the spatial strategy for the Local Plan and provides an organisational structure to the service centres in Newcastle under Lyme. The identification of a Hierarchy of Centres ensures that any new development is focused in the most sustainable locations for growth and is proportionate to the level of service provision that each centre provides. Settlements in the rural area of Newcastle under Lyme contain a small level of service provision in relation to the higher order town and local and neighbourhood centres in the hierarchy. However, because these villages are located some distance from the higher order centres, their limited services are arguably more vital to those communities. Protecting and enhancing such services reduces the need for residents to travel long distances to meet their day to day needs. Additionally such facilities can provide the opportunity for the community to interact and therefore promotes social cohesion and overall wellbeing.
- 2.2. In the context of a national shortage of housing, National Planning Policy supports rural housing as a means of sustaining vital services and addressing the problem of housing affordability.

'To promote sustainable development in rural areas, housing should be located where it will enhance or maintain the vitality of rural communities. Planning policies should identify opportunities for villages to grow and thrive, especially where this will support local services. Where there are groups of smaller settlements, development in one village may support services in a village nearby.' National Planning Policy Framework (July 2021), Paragraph 79

- 2.3. National Planning Practice Guidance for Housing needs of different groups (May 2021) states

'A wide range of settlements can play a role in delivering sustainable development in rural areas, so blanket policies restricting housing development in some types of settlement will need to be supported by robust evidence of their appropriateness. A neighbourhood plan can allocate additional sites to those identified in an adopted plan so long as the neighbourhood plan meets the basic conditions' (Paragraph: 009 Reference ID: 67-009-20190722)

3. Hierarchy of Centres

- 3.1. The existing hierarchy of centres is established in the Joint Core Strategy (2009). This was informed by the Rural Services Survey produced over 10 years ago (2009) which was last updated in 2011 (albeit this last review did not inform an adopted Local Plan policy). As services and facilities change over time, this information requires reviewing to inform the positioning of settlements in the hierarchy. In addition, the methodology requires review in order to ensure compliance with more recent policy and guidance. Therefore, a new methodology has been developed to inform the hierarchy for the Local Plan.
- 3.2. A joint Retail and Leisure Study was produced in 2019 with Stoke-on-Trent City Council which identifies a clear retail hierarchy of centres in the plan area. However, this does not take into account many of the factors which influence the sustainability of a settlement in the rural area such as the presence of primary schools and health care services as well as whether settlements are served by public transport.
- 3.3. Having a full audit of facilities in the rural area is beneficial to understand which settlements are performing a service role to a wider area and to ensure a range of services and facilities are retained to serve the population. This is compliant with the NPPF (2021) which in paragraph 93 states; 'to provide the social, recreational and cultural facilities and services the community needs, planning policies and decisions should: a) plan positively for the provision and use of shared spaces, community facilities (such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments'.
- 3.4. This topic paper will build on, and supplement the findings of the Retail and Leisure Study to further refine and build on the hierarchy of centres in the Local Plan for more rural locations. This paper takes into account other factors that are of specific importance to the sustainability of a rural settlement. This helps to refine the lower tiers of settlements in the overall hierarchy of centres which will feature in the Local Plan.

4. Methodology

- 4.1. There is no nationally set guidance which specifies how many tiers or levels of centres a settlement hierarchy should contain, how to define each tier or standardised terminology to refer to groups of centres. It is therefore at the discretion of the Local Authority to devise an appropriate and robust methodology which reflects the sustainability of settlements applicable to their authority area.
- 4.2. The existing Joint Core Strategy for Stoke-on-Trent and Newcastle-under-Lyme defined two tiers of settlements in the rural part of Newcastle-under-Lyme district (previously Rural Service Centres and Villages). These two tiers remain fit for purpose for consideration of the roles of centres in the Borough, as the rural area has not changed so significantly in the past 11 years to warrant an additional tier of settlements. The hierarchy will define two categories of settlements:
- 4.3. **Rural Centres** - These settlements provide a significant role in service provision to the local population and must contain a number of essential services and facilities in order to meet the day to day needs of residents.
- 4.4. **Key Villages** - These settlements contain some, but not all of the essential services and facilities to meet the day to day needs of residents and therefore have a more limited offer.
- 4.5. The methodology is split into the following sub-sections:
 - Study area – this section defines the settlements considered in the hierarchy;
 - Population data – to provide context to the general size of parishes and wards, where relevant;
 - Audit of services and facilities – describes what has been recorded for each settlement;
 - Commutable bus service – provides justification for the preference for a commutable bus service to Hanley City Centre and Newcastle under Lyme Town Centre;
 - Accessibility to neighbouring facilities – explains the significance of the relationship between settlements and how this has been taken into account in the formulation of the hierarchy;
 - Infrastructure – sets out what infrastructure capacity is for each settlement;
 - Constraints – provides an explanation of why constraints have not been taken into account into the identification of the hierarchy.

4.6. Study Area

- 4.7. The Newcastle-under-Lyme rural area comprises the Green Belt and countryside beyond the urban extent of Newcastle-under-Lyme and Kidsgrove (including Harriseahead).
- 4.8. Settlements with no services and facilities such as small hamlets are not considered in this assessment. Equally, services in the rural area which are outside a defined

settlement (such as farm shops attached to isolated farmsteads) have not been assessed as part of the hierarchy of centres. Development in these areas would not enhance or maintain the vitality of existing rural communities and therefore is not considered sustainable in the context of national planning policy. The exception to this is Keele University hub which is considered to form a collection of services and facilities unique to the rural area.

4.9. Settlements with a minimum of one service or facility have been assessed and are listed in Table 1. If a settlement is not named in the list, it does not contain a convenience store, other type of shop, primary school, secondary school or community facility/ other type of service.

Table 1 List of rural settlements surveyed

Settlements
Hales
Mucklestone
Loggerheads
Ashley
Maer
Knighton
Chapel Chorlton
Baldwin's Gate
Whitmore
Butterton
Keele village
Madeley Heath
Madeley
Onneley
Wrinehill
Betley
Alsagers Bank
Halmerend
Miles Green
Woodlane
Audley
Bignall End
Mow Cop

4.9. The map overleaf shows where these settlements are located within the Newcastle-under-Lyme authority boundary. Note the map also contains reference to some settlements which have not met the conditions to be included in the study.

4.10. Location of Settlements

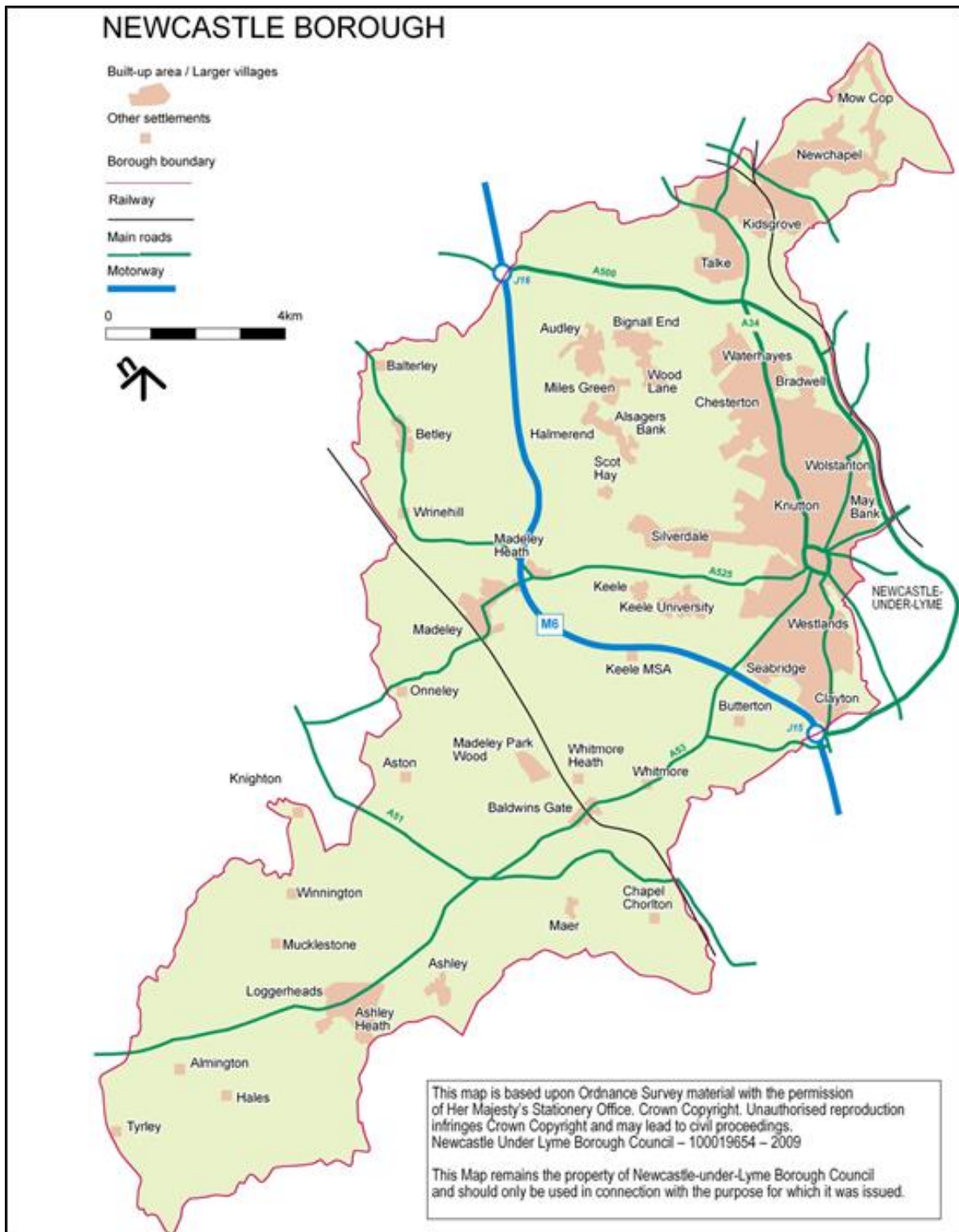


Figure 1 Map of settlements in Newcastle Borough

4.11. **Population data**

4.12. Population data from the UK Census provides a very general indication of the size of a settlement and the number of people which rely on the centre for day-to-day services, however this data relates to the parish or ward boundary and does not differentiate between different settlements within one parish. In the case of Audley, this has the highest population size but that is dispersed across a number of settlements in the parish. Where population data could not be obtained, this section is left blank in the settlement profiles. This data has not been used as a determining criterion in the assessment of the position of settlements in the hierarchy, but is provided for information only.

4.13. **Audit of services and facilities**

4.14. There is no definitive guidance which states what facilities or services a rural settlement must contain to define it as a centre. However, National Planning Practice Guidance on Rural Housing provides examples:

4.15. 'A thriving rural community in a living, working countryside depends, in part, on retaining local services and community facilities such as schools, local shops, cultural venues, public houses and places of worship. Rural housing is essential to ensure viable use of these local facilities'.

4.16. The Local Plan Sustainability Objective 14 also reiterates the importance of a range of facilities: 'To provide a more equitable society where the provision of the widest possible range of community, cultural, educational, health, recreational and leisure facilities, and access to public transport are available to all sectors of the population with particular emphasis on deprived neighbourhoods'.

4.17. The audit of services and facilities seeks to capture the type and range of facilities in the rural settlements with an emphasis on identifying key services which meet the 'day to day' needs of residents and therefore reduce the need to travel by car. The assessment differentiates between day to day services (listed in Table 2), which inform the categorisation of settlements and 'additional services and facilities' which would generally only be used occasionally, if at all, by the local population, such as a veterinary practice or car showroom, for example. These 'additional' facilities are beneficial to the settlement, but the loss of such facilities would not be considered critical to the overall sustainability of the settlement.

4.18. The presence of a secondary school has also been recorded but not used as a determining criterion for the identification of Rural Centres. The methodology that has been developed for this assessment is not a weighted scoring system, but for clarity and simplicity seeks to count the presence of services and facilities. It is recognised that secondary schools are a significant resource for the local community and a wider catchment area. However, as there are only two secondary schools within the rural area, one of which is within a settlement with very limited other services or facilities, it was considered inappropriate to require a secondary school to be present in order to meet the definition of a Rural Centre as this would disproportionately skew the results.

- 4.19. The audit was undertaken by a desktop review of services and facilities which are plotted on the Council's GIS database (originally informed by site visits).
- 4.20. The Council have determined that in order to be categorised a Rural Centre, a settlement should, as a minimum, contain a primary school, convenience store/Post Office, at least three community facilities and a health facility. The settlement must also have a commutable bus service to town and city centres within the joint Local Plan area.
- 4.21. To be categorised as a Key Village, a settlement must contain some, but not all of the above facilities and as a minimum should have a primary school, three community facilities and a commutable bus service to a town or city centre (within or outside the Borough).
- 4.22. These categorisations are set out in detail in table 2 at the end of this chapter.
- 4.23. **Commutable public transport service**
- 4.24. In accordance with the principles of sustainable development, new development should be located in areas where there is good accessibility by walking and cycling to services and facilities. This ensures car journeys are minimised, which reduces the amount of polluting substances into the atmosphere.
- 4.25. It is recognised in rural areas that settlements may not contain all of the services needed to serve the needs of residents, such as places of employment. For this reason, the ability to commute by public transport to town and city centres within standard working hours is considered one of the key determining factors that should be considered when assessing the position of a settlement in the hierarchy.
- 4.26. The Local Plan seeks to decrease net outward migration from Newcastle-under-Lyme by improving economic competitiveness as well as supplying a balanced variety of housing to meet needs across the housing market area to retain and attract population in the rural and urban areas. In support of this objective, it is considered preferable for settlements to be on a bus route to both Newcastle town centre and Hanley city centre. In order to enable people to commute to work, it has been assessed whether the bus service operates before 9am and after 5pm.
- 4.27. Commutable services to towns outside the Borough were also recorded, but unless these were also paired with services to Hanley and Newcastle they would not meet the classification of a Rural Centre.
- 4.28. A less stringent approach was taken in the assessment of commutable services to villages. In this case commutable services to towns beyond the authority boundary could be taken into account as it would otherwise be unduly restrictive on the number of settlements eligible to meet the criteria of a village.

4.29. Bus services were surveyed in May 2019 using the most up to date bus timetables held online on www.bustimes.org. Route details were recorded as well as earliest and latest service times to demonstrate that the service ran before and after the standard 9-5 working day.

4.30. **Accessibility to neighbouring facilities**

4.31. The NPPF acknowledges in Paragraph 78: 'Where there are groups of smaller settlements, development in one village may support services in a village nearby'. Accessibility to neighbouring facilities has been considered to determine whether residents in one settlement can walk safely to services in a neighbouring settlement.

4.32. Where settlements are geographically close to one another which are joined by footpaths, along well-lit roads with speeding restrictions for traffic, there is opportunity for easy pedestrian and potentially cycling access between settlements. In these cases it is important that the hierarchy recognises the interdependence of some communities on services and facilities in both settlements, and that they operate collectively as a service centre for both communities.

4.33. There is no national universally adopted threshold for walking distances to essential services. However, there has been a number of guidance notes produced which are reviewed in Appendix 3. On the basis of this evidence, the Council have determined for the purposes of this assessment an acceptable walking distance to essential facilities is 1200m which equates to a 15 minute walk. Therefore, where the accessibility to neighbouring facilities indicates that the centre of two settlements are within a 15 minutes walking distance of each other and collectively contain enough services and facilities to function as either a Rural Centre or Key Village, these settlements will be designated jointly as one centre.

4.34. Appendix 4 contains maps for the proposed Joint centre designations which illustrate the walking distance to services.

4.35. The commentary boxes also note the distance from the edge of villages to neighbouring services and facilities, to provide an indication of the proximity of settlements to one another. However, accessibility from the edge of villages is not a determining criterion for the consideration of a joint centre or village designation. In order to function as a joint designation, central points of each village have been measured which means that at least half of all residents in either of the adjoining villages are within 15 minutes walking distance of services in the neighbouring village.

4.36. **Infrastructure**

4.37. Information about infrastructure has been obtained for the larger settlements in the rural area. This is summarised separately in Appendix 9. The information on

infrastructure has not been used to determine the place of a settlement in the hierarchy as this is based on the function it serves to the surrounding area in terms of services and facilities present. Additionally, all of the larger villages have limitations in terms of infrastructure capacity. However, the information will be relevant to any consideration of growth and development through the Local Plan.

4.38. **Constraints**

4.39. The growth of a settlement can be constrained by physical conditions such as flood risk or the topography of an area, for example. Settlements may also be constrained by policies which effectively restrict growth in areas such as international wildlife designations. This assessment does not attempt to audit all the constraints which affect settlements in forming the basis of the settlement hierarchy. This is because there have been no significant changes in terms of constraints since the development of the hierarchy in the Core Strategy which would affect the position of a settlement in the hierarchy. However, such constraints are considered in the Local Plan when examining possible distributions of development and detailed site selection process.

4.40. Summary

4.41. The following table summarises the methodology used to categorise settlements.

Table 2 Classification of Settlements

Category	Description
Rural Centre	<p>These settlements provide a significant role in service provision to the local population and must contain the following essential services and facilities in order to meet the day to day needs of residents:</p> <ol style="list-style-type: none"> 1. Convenience shop/post office; 2. Primary school; 3. Community facility - this could include further retail/service/leisure provision but must include a minimum of 3 facilities. Facilities could include a pub, place of worship, café, restaurant, takeaway, hairdressers, community centres or room, community or village halls, library, butchers, farm shop; 4. Health care provision. This could comprise a G.P. surgery or pharmacy; 5. In addition, the settlement must be served by a public transport service which enables people to commute by a service to Newcastle and Hanley within the standard 9-5 working hours. <p>Where a settlement does not meet all 5 criterion, but one or more settlements are within a maximum 1200m walkable distance (on safe, lit footpaths) from the central service area of the settlement to the majority of services and facilities in a nearby settlement and collectively meet all 5 or more of the criterion these are considered to still meet the threshold for a Rural Centre and will be designated as a joint Rural Centre.</p>
Key Village	<p>These settlements contain some, but not all of the essential services and facilities to meet the day to day needs of residents and therefore have a more limited offer. Villages must contain:</p> <ol style="list-style-type: none"> 1. A primary school; 2. Community facilities - This could include retail/service/leisure provision but must include a minimum of 3 facilities in permanent operation. Facilities could include a convenience store/post office, pub, place of worship, café, restaurant, takeaway, hairdressers,

	<p>community centres or room, community or village halls, library, butchers, farm shop;</p> <p>3. In addition, the settlement must be served by a public transport service which enables people to commute to a centre of employment (town and city centres, in or outside the Borough) within the standard 9-5 working hours.</p> <p>Where a settlement does not meet all 3 criteria, but one or more settlements are within a maximum 1200m walkable distance (on safe, lit footpaths) from the central service area of the settlement to the majority of services and facilities in a nearby settlement and collectively meet the criterion, these will be designated as joint Key Villages (for the purposes of policies within the Local Plan).</p>
No designation	<p>It is recommended that settlements which do not fall into the categories above should not feature in the Hierarchy of Centres in the Local Plan. For the purposes of local planning policy it is considered these settlements should be treated as part of the open countryside. They are not considered sustainable locations for growth due to the lack of services and facilities present to support an increased population.</p>

5. Results

The detailed audit of the services, facilities and commutable public transport service of each settlement are contained in the Settlement Profiles which can be viewed in Appendix 1. Each settlement has been categorised according to the methodology summarised in Table 2.

The recommended Rural Centres and Key Villages for the Hierarchy of Centres in the Local Plan are as follows:

Rural Centres

- Audley and Bignall End (joint)
- Baldwins Gate
- Betley and Wrinehill (joint)
- Loggerheads
- Madeley and Madeley Heath (joint)
- Keele and Keele University hub (joint)

Key Villages

- Alsagers Bank and Halmer End (joint)
- Mow Cop

No designation

Ashley, Butterton, Chapel Chorlton, Hales, Knighton, Madeley Heath, Maer, Miles Green, Mucklestone, Onneley, Whitmore, Wood Lane.

Comparison Tool

- 5.1. The following table provides a broad visual representation of the recommended classification of settlements in the settlement hierarchy for comparison purposes. As previously stated, this is a qualitative assessment that looks beyond simply what is contained within any one settlement and considers where settlements are closely connected and collectively perform the function of a Rural Centre or Key Village. For this reason, the table should be viewed as a simplified overview of the sustainability of a settlement. The table does not attempt to classify the settlements (i.e. the RAG rating does not equate to a quantitative scoring system). The detailed assessment which informs the recommended classification of settlements is contained in the settlement profiles (Appendix 1).
- 5.2. The table provides a simple indication of the sustainability of a settlement, based on a Red, Amber, Green (RAG) rating, where settlements with more green scores are considered to contain a greater level of vital services and facilities and/or a well serviced commutable bus route to higher order centres, than those with a greater number of amber or red scores.

Table 3 Visual illustration of the sustainability of settlements

Settlement	Shop/PO	Primary School	Community Facility	Health care	Commutable public transport	Designation
Alsagers Bank	Red	Green	Yellow	Red	Yellow	Joint Village with Halmer End
Ashley	Red	Red	Yellow	Green	Green	None
Audley	Green	Red	Green	Green	Green	Joint Rural Centre with Bignall End
Baldwin's Gate	Green	Green	Green	Green	Green	Rural Centre
Betley	Green	Green	Green	Red	Green	Joint Rural Centre with Wrinehill
Bignall End	Green	Green	Yellow	Red	Green	Joint Rural Centre with Audley
Butterton	Red	Red	Red	Red	Yellow	None
Chapel Chorlton	Red	Red	Red	Red	Red	None
Hales	Red	Red	Yellow	Red	Red	None
Halmer End	Green	Red	Yellow	Red	Yellow	Joint Village with Alsager's Bank
Keele	Red	Green	Green	Red	Green	Rural Centre with University hub
University hub	Green	Red	Green	Green	Green	Rural Centre with Keele
Knighton	Red	Red	Yellow	Red	Red	None
Loggerheads	Green	Green	Green	Green	Green	Rural Centre
Madeley	Green	Green	Green	Green	Green	Joint Rural Centre with Madeley Heath
Madeley Heath	Red	Green	Yellow	Red	Green	Joint Rural Centre with Madeley
Maer	Red	Red	Yellow	Red	Yellow	None
Miles Green	Red	Red	Yellow	Red	Yellow	None
Mow Cop	Green	Green	Green	Red	Yellow	Village
Mucklestone	Red	Green	Red	Red	Red	None
Onneley	Red	Red	Red	Red	Red	None
Whitmore	Red	Red	Yellow	Red	Green	None
Wood Lane	Red	Green	Red	Red	Green	None
Wrinehill	Red	Red	Yellow	Green	Yellow	Joint Rural Centre with Betley

Table 4 RAG system scoring criteria

	Green	Amber	Red
Shop/Post Office	Settlement has a Shop/Post Office	Not applicable	Settlement does not have a Shop/Post Office
Primary School	Settlement has a Primary School	Not applicable	Settlement does not have a Primary School
Community Facility	This could include further retail/service/leisure provision but must include a minimum of 3 facilities, typically a pub, a church and an appropriate community meeting space consisting of a non-religious community centre, community meeting room or a village hall.	Settlement contains more than one but less than 3 community facilities	Settlement contains one or no community facilities
Health Care	Settlement has a G.P or pharmacy	Not applicable	Settlement does not have a G.P or pharmacy
Commutable Public Transport	The settlement is served by a public transport service which enables people to commute by a direct service to Newcastle and/or Hanley for the standard 9-5 working hours.	The settlement is served by a public transport service which enables people to commute to a centre of employment (town and city centres, in or outside the Borough) for the standard 9-5 working hours.	The settlement is not served by a bus service

6. Conclusion

- 6.1. This Topic Paper has sought to identify the most sustainable settlements within the rural part of the district of Newcastle-under-Lyme. The assessment has considered the level of service provision, quantity and range of facilities and accessibility to town and city centres via public transport at peak times for commuting.
- 6.2. The result of the categorisation of settlements in the rural area has led to the recommendation to designate twelve settlements as either Rural Centres or Key Villages (including four joint designations) in the Joint Local Plan. The assessment has identified three individual settlements and two joint settlements which meet the criteria to be designated as a Rural Centre in the Joint Local Plan: Audley and Bignall End (joint), Baldwins Gate, Betley and Wrinehill (joint) Loggerheads and Madeley and Madeley Heath (joint).
- 6.3. The categorisation of the remaining settlements with some, more limited service provision in the Borough has identified two individual settlements as Key Villages, and a joint Key Village: Alsager's Bank and Halmer End (joint), Keele and Mow Cop. More than half of all settlements surveyed did not contain the minimum number of services, facilities or accessibility criteria to be designated in the Rural Settlement Hierarchy. This illustrates the very rural nature of this part of the Borough, limiting the level of development that could be accommodated in sustainable locations in the rural area.
- 6.4. This Topic Paper forms the first part of the assessment of the rural area and identifies the Rural Centres and Key Villages to support Policy SHO3 Rural Settlement Hierarchy in the Local Plan. A separate topic paper will be developed to consider the appropriateness of development in the rural area.
- 6.5. For ease of reference, the recommended Rural Centres and Key Villages are listed below:

Rural Centres

- Audley and Bignall End (joint)
- Baldwins Gate
- Betley and Wrinehill (joint)
- Loggerheads
- Madeley and Madeley Heath (joint)
- Keele and Keele University hub

Key Villages

- Alsagers Bank and Halmer End (joint)
- Mow Cop

No designation

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Ashley, Butterton, Chapel Chorlton, Hales, Knighton, Maer, Miles Green, Mucklestone, Onneley, Whitmore, Wood Lane.

Appendix 1 Settlement Profiles

ALSAGERS BANK	
Population (2011)	Unavailable (part of Audley Rural Parish)
Essential Services/facilities	
Convenience shop/Post Office	None
Primary School	The Richard Heathcote Community Primary School
Community Facilities	Pub/restaurant
Health care	None
Accessibility	
Public Transport (commutable service)	Possible, but limited service requiring change at Newcastle (Service 1A) –to reach Hanley. Out 07:34 Alsager's Bank – Newcastle 08:08 Return 17:48 Newcastle - Alsager's Bank 18:15
Additional services/facilities	
Secondary School	None
Other services/facilities	Sports club with sports field
Accessibility to neighbouring facilities	
<p>The northern edge of the village is approximately 100m away from a place of worship (St. John's Church). The northern edge of the village is approximately 350m from the hardware store, post office and church in Halmer End, and is approximately 750m to the convenience store in this village and 850m to the high school. The village is connected to these facilities by well-lit footways running along High Street. The northern end of the village is also approximately 1000m from the pub in Miles Green and it connected to this by well-lit footways.</p> <p>From the approximate centre point of the settlement it is an estimated 15 minute walk to the neighbouring village centre of Halmer End.</p>	
Recommendation	
Joint Village with Halmer End	

ASHLEY	
Population (2011)	4,480 (Loggerheads Parish)
Essential Services/facilities	
Convenience shop/Post Office	None
Primary School	None
Community Facilities	Places of Worship (Our Lady & St. John the Baptist Catholic Church and St John the Baptist's Church - adjacent to former village boundary), restaurant
Health Care	Health Centre (open 5 days a week)
Accessibility	
Public Transport (commutable service)	Yes (Service 164) – Hanley, Newcastle and Market Drayton Out 07:46 Ashley – Newcastle 08:10 or 07:56 – Hanley 08:45 Return 18:15 Hanley - Newcastle - Ashley 18:54 Out 08:34 Ashley – Market Drayton 08:49 Return 17:11 Market Drayton – Ashley 17:26
Additional services/facilities	
Secondary School	None
Other services/facilities	None
Accessibility to neighbouring facilities	

Pub approximately 320m away from village boundary and can be accessed via a short walk along pedestrian pavement All likely walking routes linking Ashley to wider facilities (including Loggerheads) lack pedestrian footways along majority of their length.

Recommendation

No designation.

AUDLEY

Population (2011) 5,927 ward: Audley and Bignall End (includes Wood Lane)

Essential Services/facilities

Convenience shop/Post Office Tesco Express and Co-operative Food. Post Office

Primary School None

Community Facilities Three hot-food takeaways, three hairdressers, two restaurants, a café and a public house. 2 Community Centres, 2 Community Halls, Library (open 5 days a week), 2 Places of Worship (St. Michael's Orthodox Church and St. James's Church),

Health Care GP (open 5 days a week)- Health Centre/Pharmacy

Accessibility

Public Transport (commutable service) Yes (Service 4) – Hanley, Newcastle and evening service (4E) or alternate route - service (1A)
Out 05:55 Audley – Newcastle – Hanley 06:43
Return 20:00 Hanley - Newcastle - Audley 20:56

Additional services/facilities

Secondary School None

Other services/facilities Accountancy and business services, Florist, Hardware Store, Pet Care Store , Cricket Club, amateur theatre, Audley Climbing Centre

Accessibility to neighbouring facilities

All facilities and services in Bignall End are accessible within approximately 1100m via well-lit footways from the north eastern corner of the village . These are a primary school, place of worship, hairdressers, butchers, convenience store, post office, pub and courier service. The pub in Miles Green is approximately 950m from the south eastern corner of the village and is accessible via well-lit footways along Ryehills. It is 1650m from the High School, 1850m from the nearby pub and 1950m from the convenience store in Halmer End. Both the hardware store/post office and place of worship in Halmer End are also within 1850m. The village is connected to all of these facilities via well-lit footways.

From the approximate centre point of the settlement it is an estimated 15 minute walk to the neighbouring village centre of Bignall End.

Recommendation

Joint Rural Centre with Bignall End

BALDWIN'S GATE

Population (2011)

Essential Services/facilities

Convenience shop/Post Office Convenience store and post office, petrol station forecourt shop

Primary School Baldwin's Gate Primary School

Community Facilities Village Hall, Hairdresser, Pub, Baldwin's Gate Methodist Church

Health Care G.P Surgery (restricted opening hours 9am-12am)

Accessibility

Public Transport (commutable service)	Yes (Service 164) – Hanley, Newcastle and Market Drayton Out 07:46 Baldwin’s Gate – Newcastle 08:10 or 08:07 – Hanley 08:45 Return 18:15 Hanley - Newcastle - Baldwin’s Gate 18:43 Out 08:23 Baldwin’s Gate – Market Drayton 08:49 Return 17:11 Market Drayton – Baldwin’s Gate 17:37
Additional services/facilities	
Secondary School	None
Other services/facilities	None
Accessibility to neighbouring facilities	
The eastern edge of the village boundary is approximately 1230m away from the café, pub and church in Whitmore. However, the main walking route along the A53 to these facilities requires the majority of this distance to be covered along an unlit footway which runs alongside a national speed limit road, therefore reducing the likelihood of its pedestrian use. Slaters Craft Village is approximately 1000m away from the western edge of the village. However, the roads connecting the village to these facilities (Sandy Lane and Woodside) are national speed limit country roads with no footways for pedestrians.	
Recommendation	
Rural Centre	

BETLEY	
Population (2011)	1,033 (Parish)
Essential Services/facilities	
Convenience shop/Post Office	Post Office/Village Store
Primary School	Betley Primary School
Community Facilities	Village Hall, pub, hairdressers, Place of Worship (St. Margaret’s)
Health Care	None
Accessibility	
Public Transport (commutable service)	Commute to Crewe or Newcastle possible, but requiring change at Newcastle (Service 85) to reach Hanley before 9am. Out 06:41 Betley – Newcastle 07:18 change to reach Hanley Return 19:35 Newcastle - Betley 20:07 Out 07:56 Betley – Crewe 08:23 Return 18:40 Crewe – Betley 18:58 Direct Hanley Out 07:58 Betley – Hanley 09:00 Return 17:58 Hanley – Betley 18:47
Additional services/facilities	
Secondary School	None
Other services/facilities	None
Accessibility to neighbouring facilities	
The southern edge of the village is approximately 400m away from the village hall to the south along the A531. The GP and a pub in Wrinehill are also within 1100m of this point, with the other southern-most pub in Wrinehill being within 1500m of this point. The village is connected to Wrinehill by well-lit footways along the A531. The G.P surgery in Wrinehill is within 1200m of the centre of Betley.	
Recommendation	
Joint Rural Centre with Wrinehill	

BIGNALL END	
Population (2011)	
Essential Services/facilities	
Convenience shop/Post Office	Post Office/convenience store
Primary School	Ravensmead Primary School
Community Facilities	Butchers, Place of worship (Audley Methodist Church), Hairdresser, 2 Pubs
Health Care	None
Accessibility	
Public Transport (commutable service)	Yes (Service 4) – Hanley, Newcastle and evening service (4E) or alternate route - service (1A) Out 05:49 Audley – Newcastle – Hanley 06:43 Return (eve service) 20:00 Hanley - Newcastle - Audley 20:56
Additional services/facilities	
Secondary School	None
Other services/facilities	Courier Service, Cricket Club, Football Club, Bowling Club
Accessibility to neighbouring facilities	
<p>The western edge of the village is approximately 550m from the centre of Audley Village, which contains a number of services and facilities (see above). These facilities are accessible via well-lit footways. The eastern edge of the village is approximately 950m away from the place of worship in Wood Lane and 1200m away from the primary school in Wood Lane. Both of these can be accessed via well-lit footways.</p> <p>From the approximate centre point of the settlement it is an estimated 15 minute walk to the neighbouring village centre of Audley.</p>	
Recommendation	
Joint Rural Centre with Audley	

BUTTERTON	
Population (2011)	
Essential Services/facilities	
Convenience shop/Post Office	None
Primary School	None
Community Facilities	Place of worship (St. Thomas' Church)
Health Care	None
Accessibility	
Public Transport (commutable service)	Possible (see service for Ashley and Loggerheads), however the bus stop is on the main Whitmore Road with no safe footways from residential properties in Butterton, therefore limiting the likelihood of use for daily commuting .
Additional services/facilities	
Secondary School	None
Other services/facilities	None
Accessibility to neighbouring facilities	
No well-lit footways leading to facilities outside of village.	
Recommendation	
No designation	

CHAPEL CHORLTON

Rural Hierarchy of Centres Topic Paper

Population (2011)	429 (Parish)
Essential Services/facilities	
Convenience shop/Post Office	None
Primary School	None
Community Facilities	Place of worship (St. Laurence Church)
Health care	None
Accessibility	
Public Transport (commutable service)	No access to public transport
Additional services/facilities	
Secondary School	None
Other services/facilities	None
Accessibility to neighbouring facilities	
No well-lit footways leading to facilities outside of the settlement	
Recommendation	
No designation	

HALES	
Population (2011)	
Essential Services/facilities	
Convenience shop/Post Office	None
Primary School	None
Community Facilities	Place of Worship (St. Mary's Church), Community Hall (Hales & District Club)
Health Care	None
Accessibility	
Public Transport (commutable service)	No access to public transport
Additional services/facilities	
Secondary School	None
Other services/facilities	None
Accessibility to neighbouring facilities	
No well-lit footways leading to facilities outside of the settlement	
Recommendation	
No designation	

HALMER END	
Population (2011)	3,764 (Halmer End ward)
Essential Services/facilities	
Convenience shop/Post Office	Post Office/Hardware Store and convenience store
Primary School	None
Community Facilities	Place of Worship (Halmer End Methodist Church), Pub, Community Centre,
Health Care	None
Accessibility	
Public Transport (commutable service)	Possible, but limited service requiring change at Newcastle (Service 1A) –to reach Hanley. Out 07:30 Halmer End – Newcastle 08:08

	Return 17:48 Newcastle - Halmer End 18:17
Additional services/facilities	
Secondary School	Sir Thomas Boughey High School
Other services/facilities	Football Club
Accessibility to neighbouring facilities	
<p>The north western edge of the village is approximately 1800m walk away from the centre of Audley village, which contains a wide variety of services and facilities. It is connected to these facilities by Heathcote Road, Station Road and Ryehills, all of which contain well-lit footways.</p> <p>The north eastern edge of the village is approximately 470m from the pub in Miles Green which can be reached via well-lit footways. It is also approximately 1650m to the school in Wood Lane and 1900m to the church in Wood Lane, but a section of road linking Miles Green to this village (Peggy's Bank) is a narrow country lane with no lighting or footway. The south-eastern edge of the village is 150m to the place of worship further along High Street and is approximately 450m from the primary school and pub in Alsagers Bank.</p> <p>From the approximate centre point of the settlement it is an estimated 15 minute walk to the neighbouring village centre of Alsager's Bank.</p>	
Recommendation	
Joint Village with Alsager's Bank	

KEELE	
Population (2011)	4,129 (Keele Ward)
Essential Services/facilities	
Convenience shop/Post Office	None
Primary School	St. John's Primary School
Community Facilities	Place of worship (St. John the Baptist Church - adjacent to village boundary), Pub, Village Hall
Health Care	None
Accessibility	
Public Transport (commutable service)	Yes, (service 25) Keele – Newcastle – Hanley Frequency every 15 minutes Out 6.40Keele – Newcastle 07:00 – Hanley 07:36 Return 19:00 – Keele 19:45 Evening service every 30 mins until last bus at 23:00
Community Facilities	Place of worship (St. John the Baptist Church - adjacent to village boundary), Pub, Village Hall
Additional services/facilities	
Secondary School	None
Other services/facilities	None
Accessibility to neighbouring facilities	
<p>The eastern edge of Keele Village is approximately 1100m away from the facilities at Keele University, and is connected to these facilities by well-lit pedestrian routes which partially run along a 20mph road. The village is approximately 1050m away from a Golf Shop along the A525, which can be accessed along the Keele Road, which has street lighting and a footway.</p>	
Recommendation	
Joint Rural Centre with Keele University Hub	

KEELE UNIVERSITY HUB

Rural Hierarchy of Centres Topic Paper

Population (2011)	4,129 (Keele Ward), 2,800 bedrooms on campus
Essential Services/facilities	
Convenience shop/Post Office	Costcutter, Martin's
Primary School	none
Community Facilities	Place of worship (Keele Chapel), University Library, Day nursery, bank, bookshop
Health Care	Keele Practice (G.P), pharmacy
Accessibility	
Public Transport (commutable service)	Yes, (service 25) Keele – Newcastle – Hanley Frequency every 15 minutes Out 6.40Keele – Newcastle 07:00 – Hanley 07:36 Return 19:00 – Keele 19:45 Evening service every 30 mins until last bus at 23:00
Community Facilities	Place of worship (St. John the Baptist Church - adjacent to village boundary), Pub, Village Hall
Additional services/facilities	
Secondary School	None
Other services/facilities	University related facilities
Accessibility to neighbouring facilities	
The western edge of Keele University is approximately 1100m away from the facilities at Keele Village, and is connected to these facilities by well-lit pedestrian routes which partially run along a 20mph road. The village is approximately 1050m away from a Golf Shop along the A525, which can be accessed along the Keele Road, which has street lighting and a footway.	
Recommendation	
Joint Rural Centre with Keele Village	

KNIGHTON	
Population (2011)	
Essential Services/facilities	
Convenience shop/Post Office	None
Primary School	None
Community Facilities	Village Hall, Pub
Health Care	None
Accessibility	
Public Transport (commutable service)	No access to public transport
Additional services/facilities	
Secondary School	None
Other services/facilities	None
Accessibility to neighbouring facilities	
No well-lit footways leading to facilities outside of the settlement	
Recommendation	
No designation	

LOGGERHEADS	
Population (2011)	4,480 (Parish)

Essential Services/facilities	
Convenience shop/Post Office	Cooperative Food, Post Office
Primary School	Hugo Meynell Primary School (adjacent to village boundary)
Community Facilities	Library (open 4 days a week), Hairdressers, Restaurant, Pub (adjacent to village boundary), Place of Worship (Hookgate Independent Methodist Church), Butchers, Farm shop (adjacent to village boundary), community room available to hire in the Fire Station
Health Care	Pharmacy
Accessibility	
Public Transport (commutable service)	Yes (Service 164) – to Market Drayton, Newcastle and Hanley Out 07:41 Loggerheads – Newcastle 08:10 or out 07:51 – Hanley 08:45 Return 18:15 Hanley - Newcastle - Loggerheads 18:59 Out 08:39 Loggerheads – Market Drayton 08:49 Return 17:11 Market Drayton – Loggerheads 17:21
Additional services/facilities	
Secondary School	None
Other services/facilities	Vets
Accessibility to neighbouring facilities	
Hookgate Independent Methodist Church is located approximately 900m away from the south-western corner of the village , and can be accessed via footways alongside a 40mph road (Eccleshall Road). There are no other footways leading to facilities outside of village. Some facilities in Ashley are within 2km but quality of the walking routes are poor and lack footways	
Recommendation	
Rural Centre	

MADELEY	
Population (2011)	4,222 (Parish)
Essential Services/facilities	
Convenience shop/Post Office	Premier Convenience and One Stop, Post Office
Primary School	Sir John Offley Primary School
Community Facilities	- 2 Places of Worship (All Saints Church and Madeley Methodist Church), two hot-food takeaways, a restaurant, pub, hairdresser, Village Hall, butchers
Health Care	GP surgery (open 5 days a week), Dental Surgery, pharmacy
Accessibility	
Public Transport (commutable service)	Commute to Crewe or Newcastle possible, but requiring change at Newcastle (Service 85) to reach Hanley before 9am. Out 06:52 Madeley – Newcastle 07:18 change for Hanley Return 19:35 Newcastle - Madeley 19:56 Out 07:53 Madeley – Crewe 08:23 Return 18:40 Crewe – Madeley 19:08 Direct Hanley Out 08:11 Madeley – Hanley 9:00 Return Hanley 18:13 – Madeley 18:36
Additional services/facilities	

Secondary School	Madeley High School
Other services/facilities	Mobile library (1 day each week), Pet Supply Store, Motor Supply Store
Accessibility to neighbouring facilities	
The eastern edge of the village is connected to Madeley Heath via the A525, which contains well-lit footways and a 30 mph speed limit. The eastern edge of the village is approximately 700m from the primary school in Madeley Heath and approximately 950m from the pub in Madeley Heath. The south-western edge of the village is approximately 1000m away from a farm shop along the A525, but this portion of the road has no pedestrian footway. The centre of the village of Madeley is within 15 minutes walk to the centre of Madeley Heath.	
Recommendation	
Joint Rural Centre with Madeley Heath.	

MADELEY HEATH	
Population (2011)	
Essential Services/facilities	
Convenience shop/Post Office	None
Primary School	The Meadows Primary School
Community Facilities	Pub
Health care	None
Accessibility	
Public Transport (commutable service)	Commute to Crewe or Newcastle possible, but requiring change at Newcastle (Service 85) to reach Hanley before 9am. Out 06:56 Madeley Heath – Newcastle 07:18 change for Hanley Return 19:35 Newcastle - Madeley Heath 19:52 Out 07:40 Madeley Heath – Crewe 08:23 Return 18:40 Crewe – Madeley Heath 19:12 Hanley direct: Out 08:15 Madeley Heath – Hanley 9:00 Return 17:58 Hanley – Madeley Heath 18:32
Additional services/facilities	
Secondary School	None
Other services/facilities	None
Accessibility to neighbouring facilities	
The western edge of the village is connected to Madeley via the A525, which contains well-lit footways and a 30mph speed limit. The western edge of the village is approximately 800m from the post office and pharmacy in Madeley. The western edge of the village is approximately 1100m from the village centre of Madeley, which contains a high school, place of worship, village hall, two convenience stores, motor supply shop, dentist, pet supply store, butchers, hairdressers, restaurant and pub. The remaining facilities and services in Madeley (a GP, convenience store, primary school and place of worship) are all within 1800m of the western edge of Madeley Heath's village boundary. The centre of the village of Madeley is within 15 minutes walk to the centre of Madeley Heath.	
Recommendation	
Joint Rural Centre with Madeley.	

MAER	
Population (2011)	489 (Parish)
Essential Services/facilities	

Convenience shop/Post Office	None
Primary School	None
Community Facilities	Place of Worship (St. Peter the Anglican Church), Village Hall
Health care	None
Accessibility	
Public Transport (commutable service)	Possible (see service for Ashley and Loggerheads), however the bus stop is on the main Whitmore Road with no safe footways from residential properties in Maer, therefore limiting the likelihood of use for daily commuting .
Additional services/facilities	
Secondary School	None
Other services/facilities	None
Accessibility to neighbouring facilities	
No well-lit footways leading to facilities outside of the settlement or to the A51	
Recommendation	
No designation	

MILES GREEN	
Population (2011)	Unavailable (part of Audley Rural Parish)
Essential Services/facilities	
Convenience shop/Post Office	None
Primary School	None
Community Facilities	Pub, Specialist takeaway
Health care	None
Accessibility	
Public Transport (commutable service)	Possible, but limited service requiring change at Newcastle (Service 1A) –to reach Hanley. Out 07:26 Miles Green – Newcastle 08:08 Return 17:48 Newcastle - Miles Green 18:18
Additional services/facilities	
Secondary School	None
Other services/facilities	2 Repair Garages
Accessibility to neighbouring facilities	
The northern edge of the village is approximately 900m away from the centre of Audley village, which contains a wide variety of services and facilities. It is connected to these facilities by Station Road and Ryehills, all of which contain well-lit footways. The convenience store, High School, place of worship and hardware store/post office in Halmerend are all within 600m of the southern edge of the village and the primary school and pub in Alsagers Bank are approximately 850m away from the village. There are well-lit footways between all of these facilities and the village. The nearest facilities in Bignall End are approximately 1100m from the north eastern corner of the village . However, the southern section of Boon Hill Road, which would be used to access these facilities, has no footway to allow pedestrian use.	
Recommendation	
No designation	

MOW COP	
Population (2011)	
Essential Services/facilities	

Convenience shop/Post Office	Convenience store
Primary School	Castle Primary School (beyond Newcastle-under-Lyme boundary)
Community Facilities	3 Places of Worship, 2 pubs , Community Hall (beyond Newcastle-under-Lyme authority boundary),
Health care	None
Accessibility	
Public Transport (commutable service)	Commutable service (318) from Mow Cop Post Office (Cheshire East) to Alsager, Kidsgrove and Congleton. As of March 2018, the service no longer serves part of village within Staffordshire border. Coupled with steep relief of the village this may deter use for commuting of residents within the Newcastle under Lyme authority boundary. However, commuting by bus is possible.
Additional services/facilities	
Secondary School	None
Other services/facilities	None
Accessibility to neighbouring facilities	
Mow Cop village straddles three Local Authority boundaries. A pub and primary school are both within approximately 300m of the south-western edge of the Newcastle-under-Lyme authority boundary. Whilst Mow Cop Road, which leads to both of these facilities, contains a small section of road with no footway, a short public right of way leading from Chapel Lane to Mow Cop Road can be used to bypass this section. Therefore, there is pedestrian access to these facilities from this section of the village.	
Recommendation	
Village	

MUCKLESTONE	
Population (2011)	
Essential Services/facilities	
Convenience shop/Post Office	None
Primary School	St Mary's Primary School
Community Facilities	Place of Worship (St. Mary's Church)
Health care	None
Accessibility	
Public Transport (commutable service)	No access to public transport
Additional services/facilities	
Secondary School	None
Other services/facilities	None
Accessibility to neighbouring facilities	
The facilities in Loggerheads village centre are approximately 2000m away from Mucklestone, but the lanes and roads linking the two settlements have no defined footways or lighting	
Recommendation	
No designation.	

ONNELEY

Rural Hierarchy of Centres Topic Paper

Population (2011)	
Essential Services/facilities	
Convenience shop/Post Office	None
Primary School	None
Community Facilities	Village Hall
Health care	None
Accessibility	
Public Transport (commutable service)	None
Additional services/facilities	
Secondary School	None
Other services/facilities	None
Accessibility to neighbouring facilities	
No facilities accessible within 2km on walking routes of sufficient quality to encourage walking	
Recommendation	
No designation	

WHITMORE	
Population (2011)	1,554 (Parish)
Essential Services/facilities	
Convenience shop/Post Office	None
Primary School	None
Community Facilities	Place of Worship (St Mary & All Saints Anglican Church), Pub, Cafe
Health Care	None
Accessibility	
Public Transport (commutable service)	Yes (Service 164) – Hanley, Newcastle and Market Drayton Out 07:59 to Whitmore – Newcastle 08:10 or 08:09 – Hanley 08:45 Return 18:15 Hanley - Newcastle - Whitmore 18:40 Out 08:20 Whitmore – Market Drayton 08:49 Return 17:11 Market Drayton – Whitmore 17:39
Additional services/facilities	
Secondary School	None
Other services/facilities	None
Accessibility to neighbouring facilities	
The western edge of the village is approximately 1350m away from the nearest convenience store in Baldwins Gate. However, the main walking route along the A53 to these facilities requires the majority of this distance to be covered along an unlit footway which runs alongside a national speed limit road, therefore does not provide for safe pedestrian access.	
Recommendation	
No designation	

WOOD LANE	
Population (2011)	Unavailable (part of Audley Rural Parish)
Essential Services/facilities	
Convenience shop/Post Office	None

Primary School	Wood Lane Primary School
Community Facilities	Place of Worship (Wood Lane Methodist Church), Community Centre, Post office (8 hours per week)
Health Care	None
Accessibility	
Public Transport (commutable service)	Yes (Service 4) – Hanley, Newcastle and evening service (4E) or alternate route - service (1A) Out 06:03 Wood Lane – Newcastle – Hanley 06:43 Return 20:00 Hanley - Newcastle - Wood Lane 20:47
Additional services/facilities	
Secondary School	None
Other services/facilities	Cricket Club with bar
Accessibility to neighbouring facilities	
<p>The north eastern corner of the village is approximately 1000m away from the convenience store, post office, courier service and pub in Bignall End. It is 1400m from the hairdressers and butchers in Bignall End also and the remaining facilities in Bignall End (a pub, primary school and place of worship) are all within approximately 1700m. All of these facilities are accessible via well-lit footways. These facilities can also be accessed via Boon Hill Road from the north western corner of the village at shorter distances, although the quality of the pedestrian route is poorer due to more limited street lighting.</p>	
Recommendation	
No designation	

WRINEHILL	
Population (2011)	
Essential Services/facilities	
Convenience shop/Post Office	None
Primary School	None
Community Facilities	Two pubs
Health care	G.P Surgery
Accessibility	
Public Transport (commutable service)	<p>Commute to Crewe or Newcastle possible, but requiring change at Newcastle (Service 85) to reach Hanley before 9am.</p> <p>Out 06:52 Wrinehill – Newcastle 07:18 change to Hanley Return 19:35 Newcastle - Wrinehill 19:56</p> <p>Out 07:53 Wrinehill – Crewe 08:23 Return 18:32 Crewe – Wrinehill 19:00</p> <p>Direct Hanley Out 08:01 Wrinehill – Hanley 09:00 Return 17:58 Hanley – Wrinehill 18:44</p>
Additional services/facilities	
Secondary School	None
Other services/facilities	None
Accessibility to neighbouring facilities	
<p>The northern edge of the village is approximately 350m from a village hall on the A531, to which it is connected by well-lit footways. The northern edge of the village is within 1100m of all facilities in Betley (village hall, place of worship, primary school, convenience store, hairdressers, pub) to which it is connected by well-lit footways. The G.P surgery in Wrinehill is within 1200m of the centre of Betley.</p>	
Recommendation	

Joint Rural Centre with Betley

Appendix 3 Relevant national guidance and data on travel thresholds

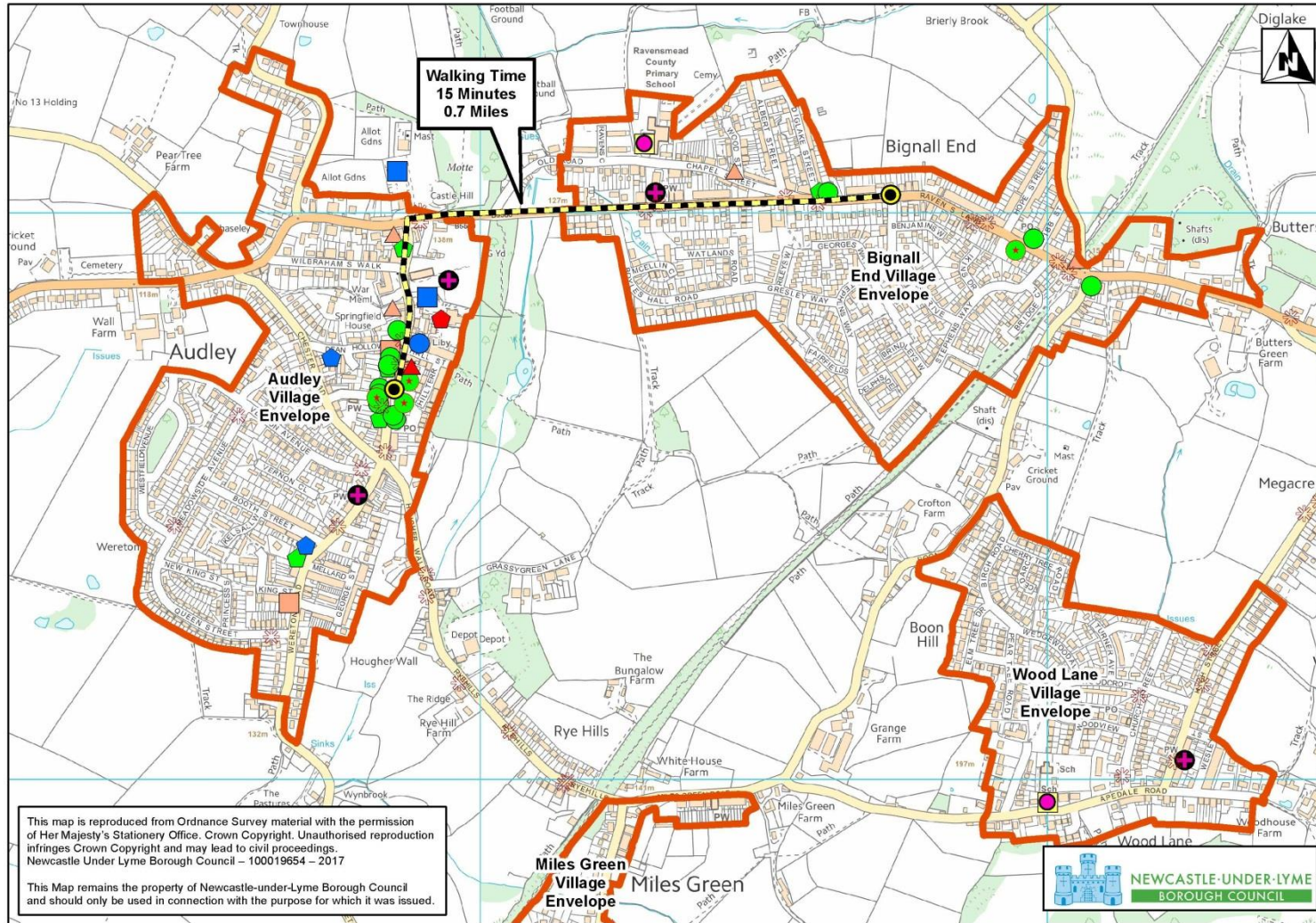
Source	Thresholds considered	Notes
<p><i>Department for Transport: Accessibility Statistics : Guidance (October 2014)</i></p>	<p>Upper and lower threshold times were produced for 8 key services. Lower thresholds were based on median travel time for that trip purpose, upper thresholds were based on times within which approximately 80-90% of all trips for the purpose were completed. Based on National Travel Survey Data;</p> <p>The following lower thresholds were identified: Employment = 20 minutes Primary School = 15 minutes Secondary School = 20 minutes Further Education = 30 minutes GP = 15 minutes Hospital = 30 minutes Food Store = 15 minutes Town Centre = 15 minutes</p> <p>The following upper thresholds were identified: Employment = 40 minutes Primary School = 30 minutes Secondary School = 40 minutes Further Education = 60 minutes GP = 30 minutes Hospital = 60 minutes Food Store = 30 minutes Town Centre = 30 minutes</p>	<p>Published by Department for Transport</p> <p>Note: 10 minutes = 800m walk distance</p> <p>These statistics don't specify the mode of transport used for each trip purpose and as such should only be afforded limited weight in calculating walking thresholds specifically, where other national guidance is available. Furthermore, paragraph 1.2 of the guidance makes it clear that the statistics should be used alongside other evidence and may not take account of local circumstances.</p> <p>However these travel times can help to offer an indication as to which of the numerous suggested walking thresholds in other national guidance are likely to be more or less realistic, based on recent National Travel Survey Data. They can also be useful in identifying thresholds for public transport travel times.</p> <p>These distance thresholds effectively translate to a lower-upper threshold range of 1200m –</p>

		2400m for trips to Primary Schools, Food Stores, Town Centres and GPs (assuming 10 minutes walk = 800m).
<i>CIHT (2015) 'Planning for walking'</i>	"Most people will only walk if their destination is less than a mile away. Land use patterns most conducive to walking are thus mixed in use and resemble patchworks of "walkable neighbourhoods," with a typical catchment of around 800 m or 10 minutes' walk"	Published by CIHT This suggests that most journeys on foot will be made if the destination is less than a mile (i.e. roughly 1600m) away
<i>Manual for Streets (2007)</i>	Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPS13 states that walking offers the greatest potential to replace short car trips, particularly those under 2 km. MfS encourages a reduction in the need to travel by car through the creation of mixed-use neighbourhoods with interconnected street patterns, where daily needs are within walking distance of most residents.	Published by Department for Transport This suggests that sustainable modes of transport (i.e. walking) can be promoted over car transport if journeys to facilities are kept within 2km
<i>CIHT (2000) 'Providing for Journeys on Foot'</i>	Suggests the following preferred maximum walking distances: Town centres (800m), Commuting/School/Sight-seeing (2000m), Elsewhere (1200m)	Published by CIHT This suggests that the maximum acceptable walking distances to facilities are likely to be 2000m to schools/employment locations and 1200m to other locations
<i>Building for Life 12 (2015)</i>	Refers to CIHT (2000) distances (see above) as suggested acceptable walking distances to determine if a development is acceptably close to facilities	Endorsed by Design Council, CABI, Design for Homes and Home Builders Federation This suggests that the maximum acceptable walking distances to facilities are likely to be 2000m to school and 1200m to other locations. It also has the backing of a

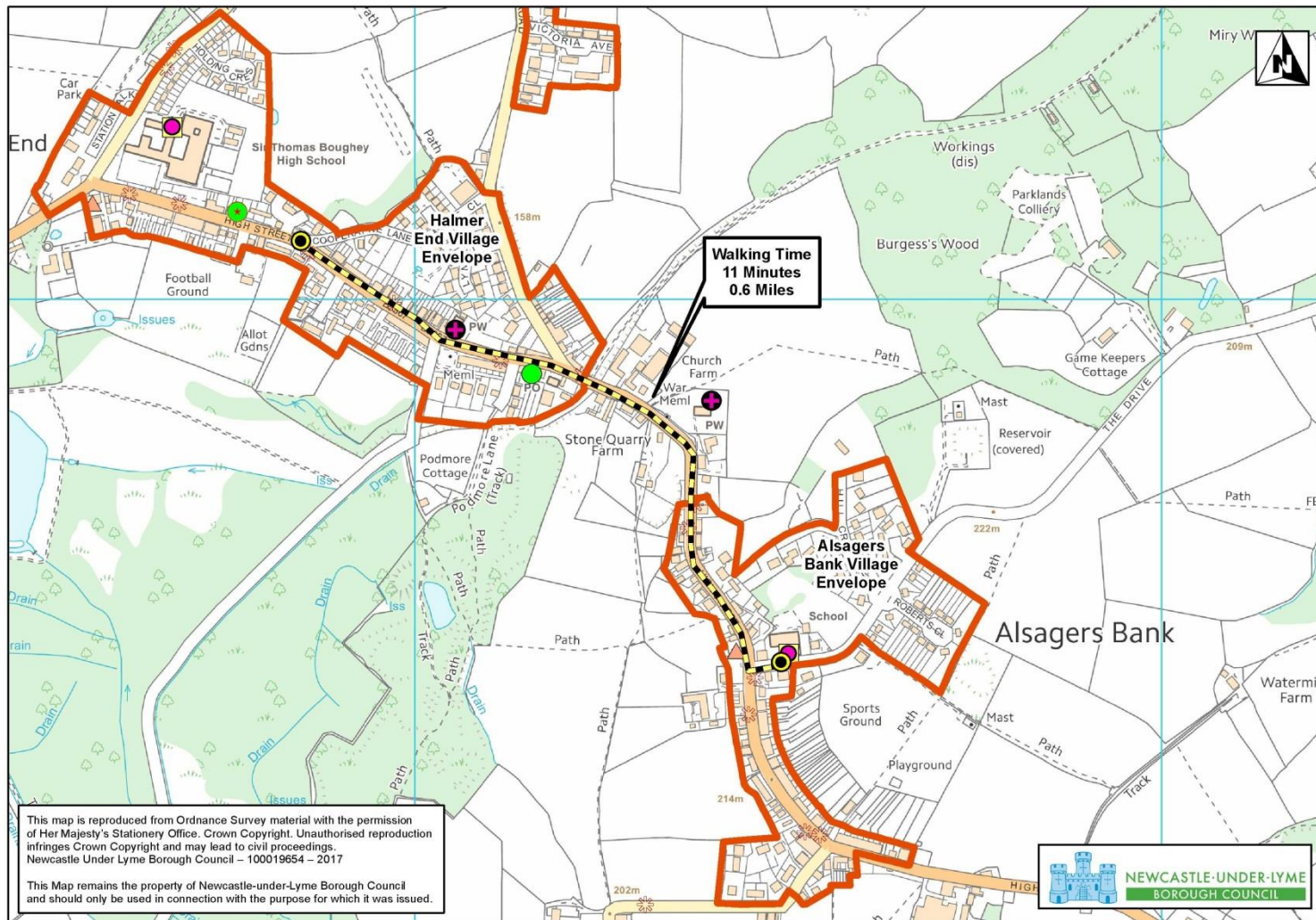
Rural Hierarchy of Centres Topic Paper

		number of urban design bodies and the HBF
	https://www.wyg.com/uploads/files/news/WYG_how-far-do-people-walk.pdf	

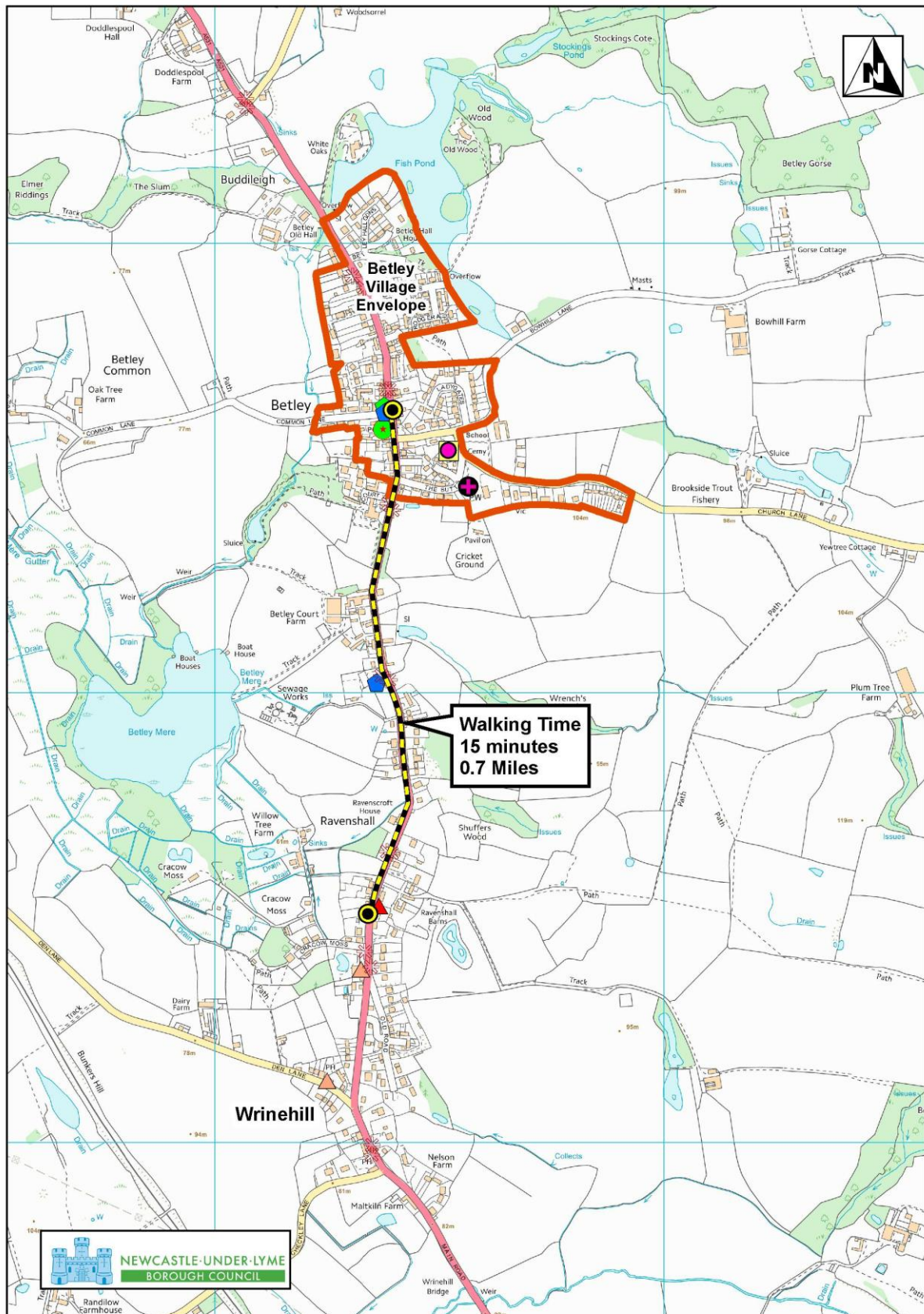
Appendix 4 Map showing walking distance between Audley and Bignall End



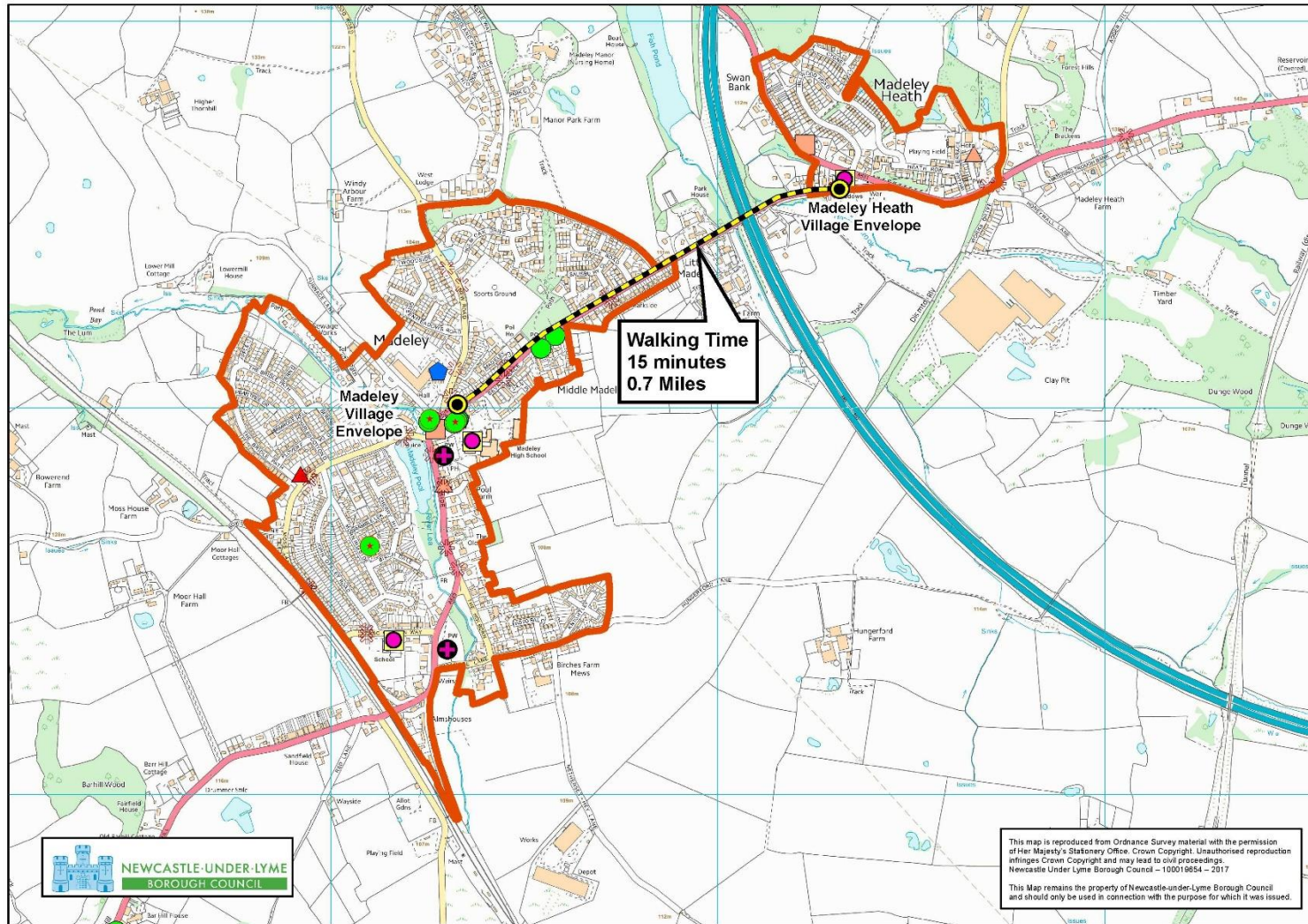
Appendix 5 Map showing walking distance between Alsager's Bank and Halmer End



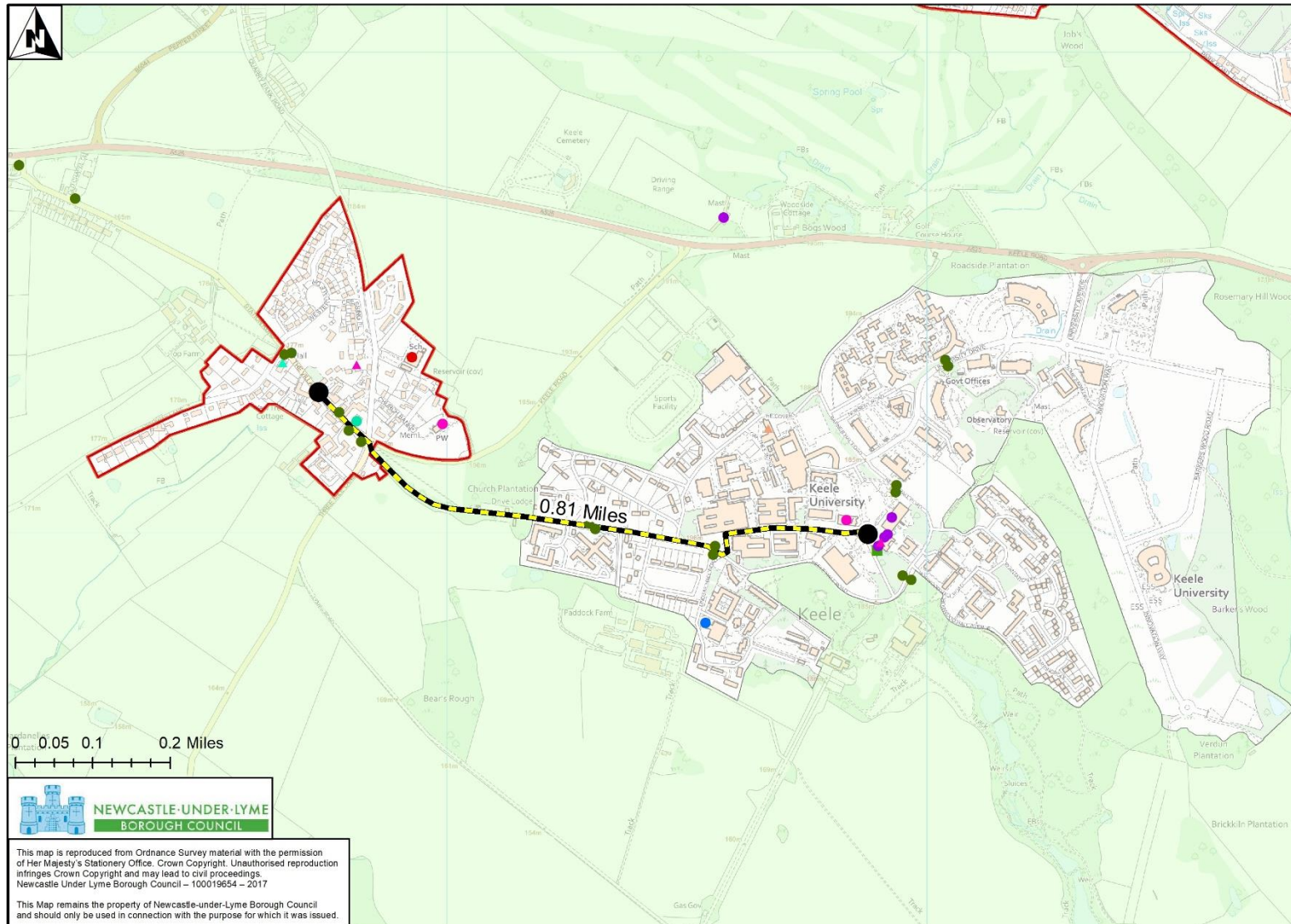
Appendix 6 Map showing walking distance between Betley and Wrinehill



Appendix 7 Map showing walking distance between Madeley and Madeley Heath



Appendix 8 Map showing walking distance between Keele and Keele University Hub



Appendix 9 Infrastructure

Audley Parish

Education

- 1.1. The Newcastle 4 Primary cluster covers the settlements Audley, Wood Lane Bignall End, Halmerend, Scott Hay and their hinterland, there are three primary schools in the cluster, Ravensmead, Wood Lane and The Richard Heathcote. Wood Lane and The Richard Heathcote are small in size. Wood Lane has a published admission number (PAN) of 15, The Richard Heathcote has a PAN of 22. Wood Lane is consistently full, there are a few spaces at The Richard Heathcote. The greatest additional capacity is at Ravensmead which may be able to accommodate between 500-749 dwellings.
- 1.2. Births have decreased in the last two years, which has had an impact for projections within the cluster in terms of future need for school places, and should increase capacity. The high school in this area is Sir Thomas Boughey and it would be able to accommodate additional children from up to 1,000 houses within its current infrastructure. The school also has further capacity to grow via expansion over those numbers.

Transport

- 1.3. Audley Parish contains six villages connected by roads which vary in width and suitability for additional traffic. The settlements have good access into Newcastle-under-Lyme via the B5500 onto the A34 and also good connectivity to the A500 dual carriageway. The settlement is approximately 5 minutes car journey time to Junction 16 of the M6 motorway and has direct access to the A500 along Alsager's Road.
- 1.4. There is a bus service which operates during commutable hours and offers sustainable transport to sources of employment and higher order services. There are no Local Safety Scheme or Divisional Highway Programme schemes in the capital programme within these settlements.

Utilities

- 1.5. Audley Waste Water Treatment Works (WwTW) has capacity in addition to planned growth.
- 1.6. Western Power Distribution produce a network capacity map which provides an indication of the networks capability to connect large-scale developments to major substations. Most of Audley Parish is served by Scot Hay Substation 33/11kv. It is marked as amber for substation demand headroom at 1.3 MVA.

Employment

- 1.7. Audley Parish, like many rural villages does not contain a vast amount of employment opportunities however there are a high number of small businesses operating in the area and larger employment opportunities such as the High School. Residents have the opportunity to commute to sources of employment in Newcastle-under-Lyme by bus, and walking and cycling is also possible due to the B5500 being paved on one side.

Madeley and Madeley Heath

Education

- 1.8. There are three schools that serve the Madeley community; Sir John Offley CE (VC) Primary, The Meadows Primary (which share a catchment) & Madeley High School. The Meadows school is at capacity and has no potential to expand to accommodate additional pupils. Sir John Offley Primary may have additional potential to expand if an additional classroom were provided through contributions from development, to increase the PAN to 30. In summary primary capacity is likely to be limited to 250 dwellings.
- 1.9. Madeley High School has undergone expansion and could accommodate some growth, potentially between 250-499 dwellings across the catchment area (includes Loggerheads and Baldwins Gate). Above that, expansion is constrained because the adjacent land is not in the ownership of the County Council or the provider. Madeley High School catchment serves many settlements in the rural part of the Newcastle-under-Lyme Authority area, meaning growth within any area of the catchment would affect capacity.

Transport

- 1.10. The A525 runs through the villages and is the main access route taking residents to Newcastle. There are no Local Safety Scheme or Divisional Highway Programme schemes in the capital programme within these settlements, however the A531/A525 the monument junction (Madeley) has capacity issues.
- 1.11. There are some nationally significant routes running north to south through the village (M6 motorway, principal rail route, and plans for HS2 line), although there are no local connections, access slip roads or rail stations in the village.

Utilities

- 1.12. Madeley Waste Water Treatment Works (WwTW) has capacity in addition to planned growth.
- 1.13. Western Power Distribution produce a network capacity map which provides an indication of the networks capability to connect large-scale developments to major substations. Most of Madeley Parish is served by Scot Hay Substation 33/11kv. It is marked as amber for substation demand headroom at 1.3 MVA.

Employment

- 1.14. Madeley Parish, like many rural villages does not contain a vast amount of employment opportunities however there are a high number of small businesses operating in the area and larger employment opportunities such as the High School and the quarry, tile manufacturer and timber yard. Residents have the opportunity to commute to sources of employment in Newcastle-under-Lyme by bus.

Baldwin's Gate

Education

- 1.15. Baldwin's Gate Primary School has potential to expand to a 1FE school which is more beneficial educationally as well as more sustainable financially. It could accommodate 250-500 dwellings. Baldwin's Gate is served by Madeley High School and any new pupils must use a bus service to access the High School.
- 1.16. Madeley High School has undergone expansion and could accommodate some growth, potentially between 250-499 dwellings across the catchment area (includes Loggerheads and Baldwins Gate). Above that, expansion is constrained because the adjacent land is not in the ownership of the County Council or the provider. Madeley High School catchment serves many settlements in the rural part of the Newcastle-under-Lyme Authority area, meaning growth within any area of the catchment would affect capacity.

Transport

- 1.17. The A53 is a single carriageway strategic road which runs through Baldwin's Gate and Whitmore. Many residents in the rural area will commute or travel to Newcastle or Stoke along the A53 and this is served by a bus route. The village is approximately 10 minutes car travel time to junction 15 of the M6 motorway and the centre of Newcastle.
- 1.18. To the south of the settlement there are A53/A51 safety issues however an in principle improvement scheme is to be delivered to enable construction of HS2. There are no Local Safety Scheme or Divisional Highway Programme schemes in the capital programme within these settlements.

Utilities

- 1.19. Western Power Distribution produce a network capacity map which provides an indication of the networks capability to connect large-scale developments to major substations. Baldwins Gate is served by Hill Chorlton Primary Substation 33/11kv. It is marked as red for substation demand headroom at 0.03 MVA.
- 1.20. The Water Cycle Study notes at the time this was produced, Baldwins Gate (Severn Trent Water) is close to exceeding its permit. An upgrade of this WwTW to meet a new Phosphorus permit was planned to complete in late 2019. As part of this work, headroom will be revised to accommodate catchment growth.

Employment

- 1.21. The village contains a number of small businesses but no large scale employment opportunities.

Loggerheads

Education

- 1.22. There are options to increase the capacity of Hugo Meynell Primary School however if this was above a certain level this would result in mixed age classes which is not preferable. Available capacity is considered to be in the region of 250-499 new dwellings. Loggerheads is served by Madeley High School and any new pupils must use a bus service to access the High School in Madeley.
- 1.23. Madeley High School has undergone expansion and could accommodate some growth, potentially between 250-499 dwellings across the catchment area (includes Loggerheads and Baldwins Gate). Above that, expansion is constrained because the adjacent land is not in the ownership of the County Council or the provider. Madeley High School catchment serves many settlements in the rural part of the Newcastle-under-Lyme Authority area, meaning growth within any area of the catchment would affect capacity

Transport

- 1.24. Loggerheads G.P access is dependent on travel to Ashley and does not have a direct bus service to the hospital. Loggerheads is the least accessible to jobs by public transport (to Newcastle-under-Lyme). Loggerheads has very mixed accessibility in terms of travel times to services and facilities. However residents in Loggerheads may be more likely to travel to higher order services and facilities as well as employment in Market Drayton in neighbouring Shropshire, as it is an approximately 10 minute car journey on the A53.
- 1.25. There are A53/A51 safety issues however an in principle improvement scheme is to be delivered to enable construction of HS2. There are no Local Safety Scheme or Divisional Highway Programme schemes in the capital programme within these settlements.

Utilities

- 1.26. Waste Water Treatment Works (WwTW) Capacity is currently limited at smaller works (Loggerheads Sanitorium and Loggerheads Village) and growth which exceeds that already planned, may not be able to be accommodated. However, upgrades at the two Loggerheads WwTWs to meet new effluent permits will also add capacity for future growth. This may affect phasing of development.
- 1.27. Western Power Distribution produce a network capacity map which provides an indication of the networks capability to connect large-scale developments to major substations. Loggerheads is served by Hookgate Primary Substation 33/11kv. It is marked as green for substation demand headroom at 3.99 MVA.

Employment

- 1.28. The village contains a number of small businesses but no large scale employment opportunities.

Betley and Wrinehill

Education

- 1.29. The School in Betley is at capacity and therefore any further housing could not be accommodated at the local school. The only option for school expansion is demolition of existing buildings which could be rebuilt on their Detached Playing Field. This would be an expensive option and there is no public funding to deliver this. The only alternative option is a new primary school. Betley and Wrinehill are served by Madeley High School and any new pupils must use a bus service to access the High School.
- 1.30. Madeley High School has undergone expansion and could accommodate some growth, potentially between 250-499 dwellings across the catchment area (includes Loggerheads and Baldwins Gate). Above that, expansion is constrained because the adjacent land is not in the ownership of the County Council or the provider. Madeley High School catchment serves many settlements in the rural part of the Newcastle-under-Lyme Authority area, meaning growth within any area of the catchment would affect capacity

Transport

- 1.31. Betley is served by a bus route which offers sustainable transport to Crewe and Newcastle-under-Lyme. The A531 runs through the village and is increasingly used by commuters between Cheshire and Staffordshire seeking to avoid congestion on strategic routes which is problematic. However, through traffic does help to sustain businesses and may have contributed to the demand for a convenience shop/PO in the village which has opened in recent years.

Utilities

- 1.32. The Water Cycle Study notes that Betley is served by a smaller Waste Water Works and therefore there is little capacity to serve additional dwellings.
- 1.33. Western Power Distribution produce a network capacity map which provides an indication of the networks capability to connect large-scale developments to major substations. Betley and Wrinehill are served by Scot Hay Substation 33/11kv. It is marked as amber for substation demand headroom at 1.3 MVA.

Employment

- 1.34. Betley is one of the smaller Rural Centres and there is limited employment opportunities within the village. There is opportunity for sustainable commute via the bus routes to Crewe and Newcastle-under-Lyme.

Keele and Keele University hub

Education

- 1.35. St.John's Keele has capacity for additional pupils potentially in the region of 750 dwellings and can be expanded, albeit land ownership would need investigation. Keele village is served by Madeley High School and any new pupils must use a bus service to access the High School.

Transport

- 1.36. Whilst there are good, frequent public transport links from Keele University to Newcastle centre, The A525 main route into Newcastle can get congested on the approach to the inner ring road.

Utilities

- 1.37. The Water Cycle Study notes that Keele Village is served by Madeley Waste Water Works and there is sufficient capacity to serve some additional dwellings. Keele University area is served by Strongford Waste Water Treatment Works. This facility serves most of Stoke-on-Trent and Newcastle-under-Lyme and has sufficient capacity to accommodate growth.
- 1.38. Western Power Distribution produce a network capacity map which provides an indication of the networks capability to connect large-scale developments to major substations. Keele and Keele University are served by Newcastle Primary Substation 132/11kv. It is marked as green for substation demand headroom at 61.9 MVA.

Employment

- 1.39. There are limited employment opportunities within Keele village but the University and associated business park is a regionally important employment base. There is opportunity for sustainable commute via the University bus routes to Newcastle-under-Lyme.

Infrastructure Summary

- 1.40. The nature of the rural area which has seen relatively limited growth or change in comparison to the towns of Newcastle and Kidsgrove, means that some of the infrastructure is small scale or difficult to expand or to improve capacity. The table below is a simplified visual snapshot based on the text summaries in appendix 9. Whilst on the whole most infrastructure is similarly limited across the rural area, Keele performs best due to its proximity to the urban edge of Newcastle followed by Audley Parish. The most identified constraints affect Betley and Wrinehill, and this, along with the green belt designation and proximity to internationally designated habitats may limit opportunities for additional growth.

Rural Hierarchy of Centres Topic Paper

Settlement	Primary education	Secondary Education	Transport	Utilities	Employment	Designation
Audley and Bignall End	Yellow	Green	Yellow	Yellow	Yellow	Joint Rural Centre with Bignall End
Baldwin's Gate	Green	Yellow	Yellow	Red	Red	Rural Centre
Betley and Wrinehill	Red	Yellow	Yellow	Red	Red	Joint Rural Centre with Wrinehill
Keele and University Hub	Green	Yellow	Yellow	Green	Green	Rural Centre with University hub
Loggerheads	Yellow	Yellow	Yellow	Yellow	Red	Rural Centre
Madeley and Madeley Heath	Yellow	Yellow	Yellow	Yellow	Yellow	Joint Rural Centre with Madeley Heath