



Infrastructure Delivery Plan

Report to support Local Plan Regulation 19 Consultation

Newcastle-under-Lyme Borough Council

Final report

Prepared by LUC

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Executive Summary

Planning for infrastructure is dynamic – the context changes constantly due to new evidence, changing priorities, changes to available funding streams and available 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.

Introduction

The Newcastle-under-Lyme Final Draft Local Plan sets out the approach to delivering a successful and sustainable borough which supports healthy, active and safe communities with accessible town centres for all. The Infrastructure Delivery Plan (IDP) plays a vital role in realising this vision, as it sets out the infrastructure requirements of development proposed in the Final Draft Local Plan and a strategy for how this will be implemented in a timely manner.

Over the 20 year plan period, from 2020 to 2040, the council is proposing to deliver a minimum of 8,000 dwellings (including completions and commitments) and a minimum of 63 hectares of employment. To better understand how the scale of development will affect infrastructure planning and delivery, the council commissioned LUC and Navigus Planning to prepare an IDP for the borough. This IDP report has been prepared following engagement with infrastructure providers and is based upon the best available information at the time of publication.

According to the 2021 Census Newcastle-under-Lyme is currently home to around 123,000 people. This is a decrease of 0.5% from 123,900 in 2011 when the previous Census was undertaken. The overall population of Newcastle-under-Lyme is projected to increase by 5% up to 2027, with more than a 15% increase in people aged 65 and 27% increase in people aged 85 and over. The rise of people older than working age, as well as the rural nature of the existing population and parts of the borough influences infrastructure provision and how people access facilities, particularly the primary healthcare service provision.

The Final Draft Local Plan will play an important role in ensuring new development contributes positively to benefit the existing and future communities' health and wellbeing as well as helping to address climate change mitigation and adaptation.

Infrastructure context and summary of future provision



Transport

Newcastle-under-Lyme is home to several strategically important transport services and links, including the M6, M54, A50, A5, A38, A449 and A500. The only railway station in the borough is found in Kidsgrove to the north east. While the Newcastle urban area and Kidsgrove are relatively developed, to the west the borough displays a more dispersed settlement pattern, with a network of relatively small settlements which influences travel habits in these areas.

The majority of the proposed development sites are at locations that will facilitate more sustainable travel choices – through located new growth in areas which are already served by (or have the potential to be served by) facilities, services and employment opportunities. The plan also seeks to make good use of its motorway access (at Junction 16 of the M6) to support a sub-regional logistics focused employment development. The infrastructure proposed includes new walking, cycling and public transport facilities to significantly improve the ability for people to use these travel modes compared to the present situation. Highway improvements are also

included where appropriate to maintain appropriate capacity of the SRN and local transport networks.



Education

School place planning in the Borough is broken down into two distinct areas: Newcastle and Kidsgrove. Newcastle-under-Lyme has 30 primary schools, one infant school, one junior school and seven secondary schools. Kidsgrove has nine primary schools and two secondary schools. New homes will create additional demand for school places and where possible it is beneficial for new education capacity to be provided in locations as near as possible to where pupils live to enable high levels of walking and use of active modes to travel to school. To ensure that education places meet needs generated by future development, Newcastle-under-Lyme Borough Council will continue to work collaboratively with Staffordshire County Council to provide new or expanded facilities where appropriate.

The relatively large amount of development set out in the plan for the Keele University corridor (with the inclusion of development site SP11) means there is an identified need for a new 1 Form of Entry (FE) primary school.

Expansions are identified in relation to the following existing secondary schools in Newcastle-under-Lyme:

- Chesterton Community Sports College and possibly one other secondary school to meet the expected pupil generation at secondary level from town centre sites.
- An expansion to Madeley High School is currently proposed to increase the school by 0.5FE (75 places) to meet the needs of housing in the

catchment, however, a further expansion at the high school is required to meet the need generated by allocations across Madeley, Loggerheads and Baldwin's Gate.

Expansions are also identified in relation to the following existing primary schools in Newcastle-under-Lyme:

- One or more primary schools in the Newcastle urban area given the expected pupil generation from development sites within the town centre.
- St Chads CE (VC) Primary as a result of development sites proposed within Kidsgrove.
- Sir John Offley CE (VC) Primary School in Madeley to meet the expected pupil generation at Madeley.
- Baldwins Gate Primary School to meet the needs of development within the village.



Green and blue infrastructure, open space and sports

In terms of access to green and blue infrastructure, the borough benefits from a range of natural assets. However, in parts of the borough there is more limited access to PRowS and it is also notable that large swathes of open spaces are private. As Newcastle-under-Lyme's population increases, there will be further pressure on the existing green and blue infrastructure.

The Final Draft Local Plan includes policies and infrastructure proposals which will preserve and expand the existing green and blue infrastructure network and enhance public access. Specific improvements have been developed through the borough's Open Space and Green Infrastructure Strategy and key improvements

include improving footpaths and cycle routes and incorporation of green infrastructure assets.

The proposed development will provide mixed typology open spaces in accordance with the policies of the Final Draft Local Plan and open space and green infrastructure evidence prepared to support it. This includes delivery of allotments, amenity greenspace, natural and semi-natural greenspace, parks and gardens and provision for children and teenagers. New development will also increase the need for sports facilities, including playing pitches in the borough.



Health and wellbeing

There are three Primary Care Networks (PCNs) in Newcastle-under-Lyme (Newcastle North, Newcastle Central and Newcastle South PCNs) that serve the residents of Newcastle-under-Lyme. These comprise 17 general practices. Of the practices in Newcastle-under-Lyme, only Silverdale Medical Centre is reported to have surplus capacity to accommodate patients with all other practices reporting insufficient capacity. In summation, there are capacity issues at many locations in Newcastle-under-Lyme with some of this attributed to the level of growth experienced by the borough in recent years and a historic lack of funding for the estate via mechanisms such as the planning system

The most substantial requirement to address the need for primary healthcare provision over the plan period is the potential to provide a new build health hub to serve Newcastle South PCN given the scale of growth to be provided towards Silverdale. The health hub is to be

considered as part of the development of the site SP11: Lyme Park, Silverdale. The needs of the remaining development set out in the plan is expected to be met through the expansion of existing facilities in the borough.



Utilities

Severn Trent Water which supplies water to Newcastle-under-Lyme is developing several strategic options to increase water supply in future. These are expected to be able to accommodate the needs of development in Newcastle-under-Lyme on the whole. Engagement with providers did not identify that the growth set out in the plan would give rise to any challenges relating to water supply.

With regard to water treatment, local connections will be required into the public sewer network from a number of development sites.

For telecoms and broadband, access to superfast internet in the borough is relatively high (with 97.82% of the population benefiting from this type of connection), however, only smaller proportion of the population benefits from access to gigabit (69.62%) and full fibre connections (14.21%). Projects such as Superfast Staffordshire will support improved access to gigabit roll-out in the borough.

In relation to electricity supply, solar farms and smaller generation sources on homes and other premises have given rise to the need for electricity distributors to invest in more dynamic grid infrastructure to support this. The role of gas is beginning to reduce, which is also

increasing demand on the electricity network. Engagement with National Grid indicates that the site allocations are unlikely to have a significant direct effect upon the electricity transmission system.



Waste management

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 at Leycett Lane. Staffordshire County Council have identified capacity issues at this HWRC. The level of growth set out in the Local Plan will require an increase in HWRC capacity.



Flooding and drainage

Several locations in Newcastle-under-Lyme are known to experience surface water flooding and watercourses in the borough are also a source of flood risk. In accordance with the policies of the Final Draft Local Plan, development will focus on mitigating potential fluvial and surface water flooding through sustainable drainage systems. Several proposed development sites included in the Final Draft Local Plan have been identified as requiring infrastructure to address the risk of flooding from the public sewer.



Community

There are currently 12 community centres located in the borough operated by local community groups. There are

also 12 activity halls in education and community settings and 16 main halls primarily on education and council sites. The IDP identifies that development sites in Newcastle Urban Area would be able to deliver a new community centre. For the development within the other sub-areas (Kidsgrove Urban Centre, Rural Central, Keele University Corridor and Rural South) contributions towards expanding community facilities should be provided.



Emergency Services

The Ambulance, Fire and Police services are all organised over larger areas covering the wider sub region. Additional homes in the District will lead to increased pressure on these services, and sensitive development design measures can help to ensure that this pressure is less than it would otherwise be.

New development may require developer contributions for fleet and staff set up costs and kit (such as electric vehicle (EV) charging points for vehicles), as well as upgrades to existing radio and emergency centre call capacity and siting of Automatic Number Plate Recognition cameras. Infrastructure requirement specific to fire and rescue provision may include highway design to ensure appropriate access for rescue vehicles, plus the inclusion of hydrants within new developments.

Infrastructure funding is critical to support the borough's future development. It is important to note that there are often funding sources which will come forward to support development as it progresses towards the application stage. Whilst developer contributions are likely to be the main source of funding for many of the infrastructure projects identified, there are others such as government

grants and loans, support from the UK Infrastructure Bank, local government borrowing and in some cases (for example broadband, indoor sports provision and pharmacies), private company funding based on business models. A mix of funding sources will be required to deliver the infrastructure set out in this report.

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 19 consultation stage. The Final 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 Based on a literature review and engagement with infrastructure and service providers, this document describes the existing infrastructure provision in Newcastle-under-Lyme and defines the key infrastructure planning issues and opportunities arising from the proposed site allocations set out in the plan. It is a key part of the evidence base which supports the consultation on the Final draft Local Plan.

1.3 The IDP is made up of two main elements; this written report and the infrastructure schedule, which is presented in Appendix A. Together these set out the infrastructure currently planned to support the scale of development proposed in the emerging Local Plan. 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.

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 an overview of development set out in the Final Draft Local Plan;
- **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 Final Draft Local Plan;
- **Chapter four** provides a review of infrastructure funding opportunities;
- **Chapter five** provides a summary of the report and conclusions;
- **Appendix A** includes an infrastructure schedule identifying projects according to their categories (as described in Chapter 1);
- **Appendix B** includes a map showing the location of proposed development allocations and associated list of site capacities which have been included in the Final Draft Local Plan and used to inform this report; and
- **Appendix C** includes a list of the organisations who attended the infrastructure planning workshops used to inform this report and a summary of engagement responses from key infrastructure providers.

National policy and guidance and the emerging context

National policy

1.4 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*”.

1.5 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); and*
- *d) conservation and enhancement of the natural, built and historic environment, including landscapes and green infrastructure, and planning measures to address climate change mitigation and adaptation”.*

National guidance

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

1.7 *"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

1.8 The Levelling-up and Regeneration Bill received Royal Assent on 26 October 2023 and has therefore now become the Levelling up and Regeneration Act 2023 (LURA). The Act follows the "Levelling Up the United Kingdom" White Paper, which was issued in February 2022 and, aims to speed up the planning system, hold developers to account, cut bureaucracy, and encourage more councils to put in place plans to enable the building of new homes. LURA includes several provisions relevant to improving infrastructure in the UK.

1.9 Most importantly in the context of the preparation of the IDP, the regulations may be made to introduce a new Infrastructure Levy (IL). This new mandatory levy replaces the Community Infrastructure Levy (CIL) and Section 106 agreements. If introduced, it aims to simplify the developer contribution process, ensuring that developments contribute fairly to the cost of infrastructure and affordable housing. The levy is charged on the final value of a development, allowing local authorities more flexibility in how funds are allocated and spent. 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. It is proposed that the new Infrastructure Levy will be non-negotiable. To help protect and ensure the validity of levy charges, 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.

1.10 The Act also introduces significant changes to the planning system to accelerate infrastructure delivery. This includes measures to streamline and simplify the planning process, enhance digital planning tools and improve community engagement in planning decisions. The Act includes 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.

1.11 Environmental assessments have been reformed to ensure that projects are developed sustainably in place of EU-derived processes of Strategic Environmental Assessment (SEA) and Environmental Impact Assessment (EIA). This includes new requirements for Biodiversity Net Gain (BNG) and measures to protect and enhance natural habitats as part of infrastructure developments.

1.12 The potential changes relating to the introduction of IL should be considered in the context of the July 2024 general election results and resultant change in government. Labour has pledged to scrap the former government's plans for the introduction of IL and may legislate further changes to the planning system. The government intends to modernise planning committees to increase local planning authorities' capacity to deliver, as part of its new Planning and Infrastructure Bill. Plans also include streamlining critical infrastructure by acceleration of upgrades to the national grid and boosting renewable energy. Furthermore, consultation on revisions to the NPPF is planned for Summer 2024 which may have wide ranging implications for national planning policy.

Scope of this assessment

1.13 This IDP sets out the infrastructure baseline in relation to all of the relevant matters as set out below. Following the description of the baseline situation for the borough, the report includes an assessment of infrastructure requirements in relation to the following:



■ 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

1.14 An IDP report was produced in April 2023 to support the Regulation 18 consultation on the emerging Newcastle-under-Lyme Local Plan. The report drew on the information in the Newcastle-under-Lyme Infrastructure Baseline Report (2021) [See reference 4] to present the existing baseline situation for infrastructure provision in the plan area. Importantly, the context for infrastructure provision in the borough was also informed by the Staffordshire and Stoke on Trent Strategic Infrastructure Plan (2018) [See reference 5]. The preparation of the IDP report at the Regulation 18 stage was also informed by 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.

1.15 In preparing this updated IDP, responses from infrastructure providers to the Regulation 18 Local Plan consultation were reviewed and taken into account, and further direct consultation and engagement with infrastructure providers via emails and virtual meetings was undertaken in 2024 until the time of publication. A list of infrastructure providers engaged with to inform the preparation of the IDP is presented in Appendix C.

1.16 The infrastructure schemes required for proposed development are set out in the schedule in Appendix A. 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 Final Draft Local Plan consultation

1.17 This document supports the Final Draft Local Plan consultation (also known as Regulation 19 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 period (to 2040) and beyond, as well as recommended infrastructure planning objectives.

1.18 It is important to note that planning for infrastructure is dynamic – the context changes constantly due to new evidence, changing priorities, changes to available funding streams and available technologies. As such this report must be regarded as a ‘snapshot’ in time, and the infrastructure picture will continue to evolve after its publication. Essentially the IDP acts as a ‘live’ document and will be subject to review and update as more information and details arise to ensure all the requirements are as up-to-date as possible.

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 Data from the most recent UK Census, shows that, 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 when the previous Census was undertaken. During the same period, nearby areas like Cheshire East and Shropshire have seen their populations increase by around 7.7% and 5.7%, respectively. Stoke-on-Trent saw a smaller increase (3.8%) and there was a decrease in the Staffordshire Moorlands population by 1.3%.

2.3 The Census shows that 61.9% of people in Newcastle-under-Lyme are aged 16-64. This figure is the same as that recorded for the West Midlands areas (61.9%) but is slightly lower than the national figure of 62.9% **[See reference 6]**. The overall population of Newcastle-under-Lyme is projected to increase by 5% up to 2027, with more than a 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 expected to be faster than the England average and equates to 900 additional residents aged 85 and over by 2027 **[See reference 7]**. This demonstrates the trend towards an older local population, in line with what is being observed at the national level.

Deprivation

2.4 According to the English Indices of Deprivation (IMD) 2019 [\[See reference 8\]](#), Newcastle-under-Lyme ranked 150 out of 317 local authorities in England (where 1 is the most deprived). The IMD 2019 shows that Newcastle-under-Lyme performs most poorly in relation to the Health and Disability for which it is ranked 80 out of 317 local authorities, followed by the Education domain (ranked 115 out of 317) and Education, Skills and Training domain (ranked 131 out of 317). The domain which Newcastle-under-Lyme performed most favourably in was Barriers to Housing and Services, with the borough ranking 297 out of 317 local authorities.

2.5 The borough contains two Lower Super Output Areas (LSOAs) that fall within the 10% most deprived in England. These areas (Newcastle-under-Lyme 010a and 010b) lie in Cross Heath. There are also seven LSOAs in Newcastle-under-Lyme that fall within the 10% to 20% most deprived in England [\[See reference 9\]](#).

2.6 In the most recent data release (2019), 10.8% of the boroughs' population was reported as income deprived. Of the 80 neighbourhoods in the borough, 9 were among the 20% most income deprived and 16 were in the 20% least income deprived in England [\[See reference 10\]](#).

Economy

2.7 74,600 people in Newcastle-under-Lyme are economically active, with 66,100 employees and approximately 5,500 people who are self-employed. Of these people, 68.9% work full time and 31.1% working part time. The rate of unemployment in Newcastle-under-Lyme is 3.1%. This is lower than both the Great Britain average of 3.7% and regional average of 4.4%. Of those residents of working age in Newcastle-under-Lyme, 3.1% are claiming out of work benefits, which is also lower than the averages for Great Britain (3.9%) and the West Midlands (5.1%) [\[See reference 11\]](#).

2.8 The majority of people in Newcastle-under-Lyme work in wholesale and retail trade (20.0%), followed by education (13.3%). These sectors account for a greater proportion of jobs in Newcastle-under-Lyme than at the national and regional levels. Human health and social work activities (11.1%), transportation and storage (11.1%) and manufacturing (10.0%) also account for a substantial proportion of jobs in the borough [\[See reference 12\]](#). Gross median weekly pay for the borough (£524) is reported to be less than the average for all local authorities (£571) [\[See reference 13\]](#)

2.9 Educational attainment remains generally below the national averages, with 37.9% of people between 16-64 having RQF (Regulated Qualifications Framework) Level 4 qualifications [\[See reference 14\]](#) and above between January and December 2023, compared to the West Midlands (42.5%) and Great Britain (47.3%) [\[See reference 15\]](#).

Settlement pattern

2.10 The market town of Newcastle-under-Lyme is the largest settlement in the borough. The town takes up much of the land in the east of the borough and lies adjacent to the city of Stoke-on-Trent. Newcastle-under-Lyme comprises a town centre and three local centres which fall across a number of wards. Kidsgrove is the next largest settlement which is located in the north east of the borough.

2.11 The Newcastle-under-Lyme rural area comprises the Green Belt and countryside beyond the urban extent of Newcastle-under-Lyme and Kidsgrove (including Harseahead). This area contains several smaller rural centres and key villages towards the south and west of the borough. The 2024 Rural Area Topic Paper [\[See reference 16\]](#) identifies the most sustainable rural settlements in the borough as follows:

2.12 Rural centres (i.e. settlements providing a significant role in service provision to the local population):

- Audley and Bignall End (joint)

- Baldwins Gate
- Betley and Wrinnehill (joint)
- Keele and Keele University (joint)
- Loggerheads
- Madeley and Madeley Heath (joint)

2.13 Other Settlements and Rural Areas (i.e. settlements contain a (very) limited number, 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):

- Alsagers Bank & Halmer End, Ashley, Butterson, Chapel Chorlton, Hales, Knighton, Madeley Heath, Maer, Miles Green, Mucklestone, Onneley, Whitmore, Wood Lane.

2.14 Considering the total working population in the borough (50,278 people), 34,018 live and work in the borough and 22,665 residents travel outside of the borough for work. Compared to this 16,260 people travel to the borough from other areas for work.

2.15 The borough has a strong relationship with Stoke-on-Trent to the east for access to employment and services and facilities. The largest movement into the borough for work is 10,201 people from Stoke-on-Trent, followed by Cheshire East (2,079 people) and Staffordshire Moorlands (1,364 people). Furthermore, the largest movement of people out of Newcastle-under-Lyme is 13,568 people to Stoke-on-Trent, followed by Cheshire East (3,476 people) and Stafford (1,586 people). This demonstrates a net outflow of workers towards Stoke-on-Trent **[See reference 17]**.

2.16 While a high proportion of residents live within 10km of their place of employment (46.2% compared to 35.4% at the national level) **[See reference 18]**, travel time to the nearest employment centre is longer than what is reported as the average across all local authorities. The borough performs markedly poorer than the average for all local authorities in relation to travel times to employment centres by public transport (13.4 minutes compared to

11.5 minutes) and walking and bicycle (10.9 minutes compared to 9.9 minutes) [\[See reference 19\]](#).

2.17 To help address the climate emergency, the focus should shift away from the private car to more active and sustainable modes of travel. There is likely to be potential to reduce the need to travel in the borough through alignment of growth and infrastructure and employment opportunities. Supporting the provision of higher internet speeds will also help to contribute to this aim. This point of particular relevance given that gigabit capable broadband accessible to 76.2% of Newcastle-under-Lyme's residents which is slightly less than the national figure of 79.0% [\[See reference 20\]](#).

2.18 For the journeys that must be made, it will be important to support the switch to more sustainable modes. Within the larger settlements existing and improved public transport has the greatest potential to support this shift. In smaller settlements, cycling, particularly with the use of e-bikes, is likely to offer significant potential to achieve the switch to more sustainable modes.

Proposed growth

2.19 In accordance with the current Local Plan position (as at July 2024), the council's preferred growth option is to deliver a minimum of 8,000 new homes and 63 hectares of employment land over the plan period between 2020 and 2040.

2.20 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 [\[See reference 21\]](#), 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 July 2024. 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:

■ **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
- Includes the designated Silverdale and Bradwell, May Bank, Porthill and Wolstanton neighbourhood area boundaries; and
- Is anticipated to deliver approximately 5,200 dwellings.

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

- Comprises wards of Kidsgrove and Ravenscliffe, Talke and Butt Lane, Newchapel and Mow Cop; and
- Includes the designated Kidsgrove neighbourhood area boundary; and
- Is anticipated to deliver approximately 800 dwellings.

■ **Rural area: central –**

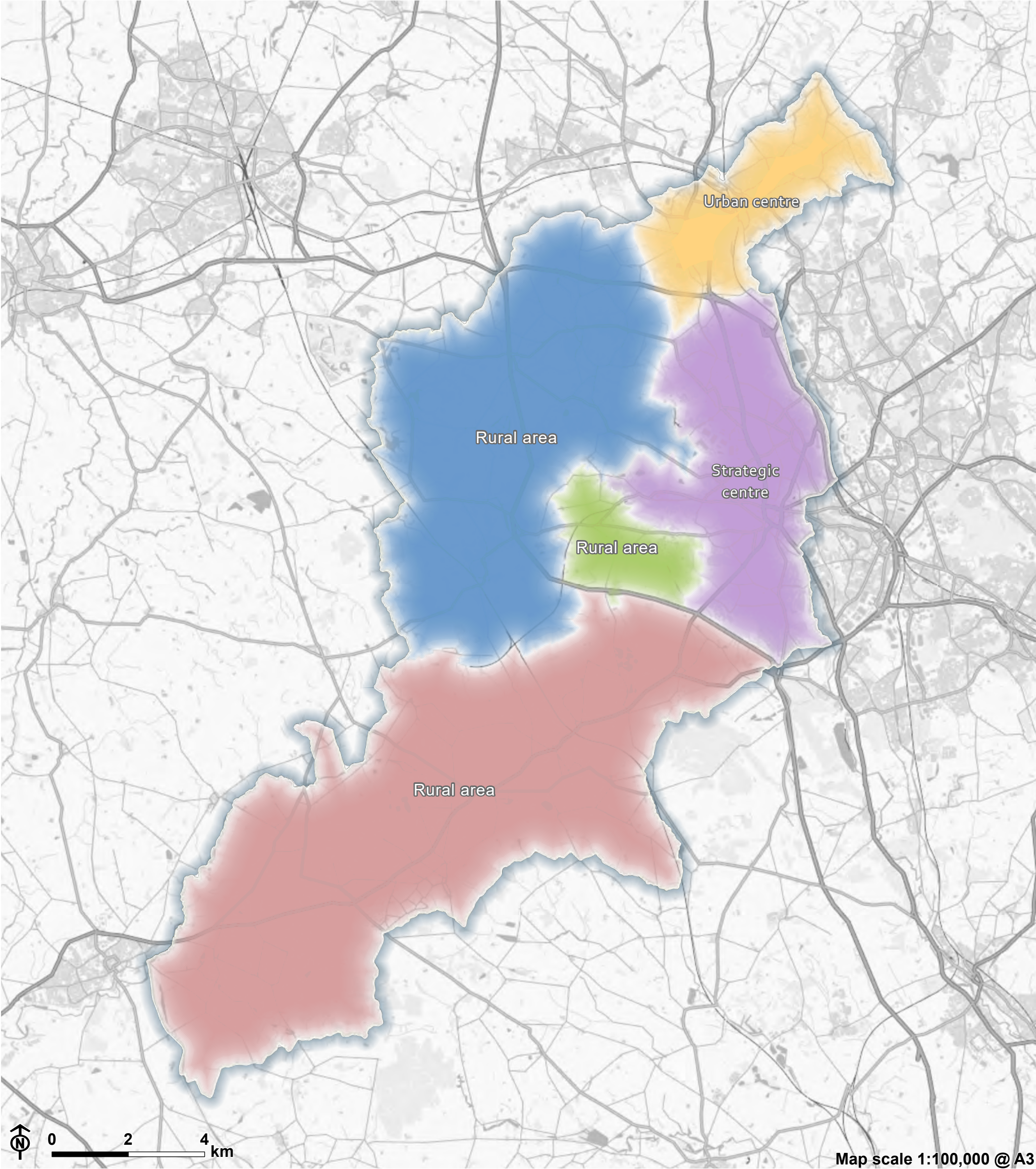
- Comprises wards of Audley, Madeley and Betley, Madeley and Madeley Heath;
- Has two adopted neighbourhood plans - Betley, Balterley and Wrinehill Neighbourhood Plan [\[See reference 22\]](#) and Madeley Neighbourhood Plan [\[See reference 23\]](#); and one emerging neighbourhood plan within the designated Audley neighbourhood area [\[See reference 24\]](#); and
- Is anticipated to deliver approximately 500 dwellings.

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

- Comprises the ward of Keele and Keele University Hub; and
- Includes the designated Keele neighbourhood area; and
- Is anticipated to deliver approximately 800 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 [\[See reference 25\]](#) and an adopted Loggerheads Neighbourhood Plan [\[See reference 26\]](#); and
- Is anticipated to deliver approximately 700 dwellings.



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Figure 2.1: Final Draft Local Plan sub areas

- Newcastle-Under-Lyme Borough boundary
- Central
- Rural south
- Keele University corridor
- Newcastle town urban area
- Kidsgrove urban area

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

Surrounding context

2.21 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 [\[See reference 27\]](#). 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.

2.22 The Staffordshire and Stoke-on-Trent Strategic Infrastructure Plan 2018 - 2038 (SSSIP) [\[See reference 28\]](#) 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. The most

infrastructure projects identified in the SSIP, with greatest project to impact upon Newcastle-under-Lyme are set out below:

Road Network

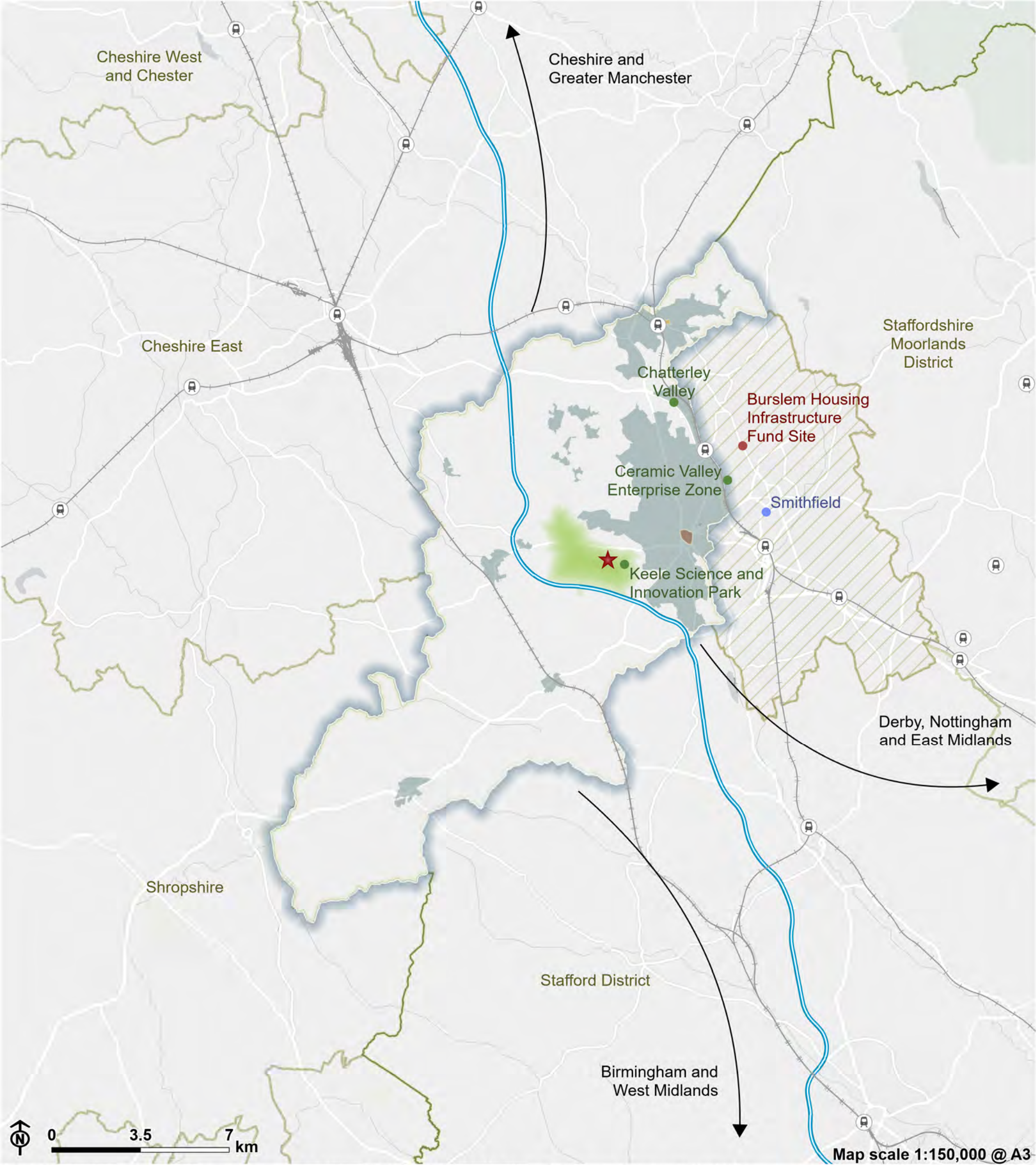
- Continued investment in the Smart Motorway programme to increase capacity on the M6.

Rail

- Platforms at several stations in Staffordshire and Stoke-on-Trent are identified as potentially needing extension to accommodate longer trains. Rising satisfaction levels and expected increases in passenger numbers also suggest that various stations across the county need upgrades.

Bus

- New bus stops are being delivered to support housing and economic development growth across Staffordshire. Improved bus connectivity is also being rolled out to serve new and expanding employment areas in the county.



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Figure 2.2: Locational Context

- | | | |
|---------------------------------------|---------------------------|---------------------------|
| Newcastle-Under-Lyme Borough boundary | Newcastle Town Centre | Railway station |
| Staffordshire | Kidsgrove Town Centre | Keele university |
| Other Local Authority | Keele University corridor | Strategic employment site |
| Stoke-On-Trent | M6 | Strategic housing site |
| Development area | Railway | Strategic mixed-use site |

Growth in neighbouring local authorities

2.23 The neighbouring authorities 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 authorities' local plan status 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 also provided the proposed growth targets as per the latest published draft Local Plans (correct as July 2024).

City of Stoke-on-Trent Local Plan

Table 2.1: Stoke-on-Trent Local Plan

Adopted and Emerging Plan period	Extant housing requirement	Emerging housing requirement	Extant employment requirement	Emerging employment requirement
Adopted (Newcastle-under-Lyme and Stoke-on-Trent Core Spatial Strategy): 2006 – 2026 Emerging: presently unknown	11,400 dwellings	The new Stoke-on-Trent Local Plan is still at an early stage with the Issues and Options consultation having been undertaken in June 2021. The housing requirement is not set out in this document.	55ha (rolling five year supply)	The new Stoke-on-Trent Local Plan is still at an early stage with the Issues and Options consultation having been undertaken in June 2021. The employment land requirement is not set out in this document.

Stafford Borough Council Local Plan

Table 2.2: Stafford Borough Council Local Plan

Adopted and Emerging Plan period	Extant housing requirement	Emerging housing requirement	Extant employment requirement	Emerging employment requirement
Adopted: 2011 – 2031 Emerging (at Preferred Options stage): 2020 – 2040	10,000 dwellings	10,700 new homes	160ha of new employment land	80ha of employment land

Staffordshire Moorlands District Council Local Plan

Table 2.3: Staffordshire Moorlands District Council Local Plan

Adopted and Emerging Plan period	Extant housing requirement	Emerging housing requirement	Extant employment requirement	Emerging employment requirement
Adopted: 2014 – 2033 Emerging: N/A	6,080 dwellings	The current Local Plan was adopted in September 2020 with no work presently having been undertaken on a new plan.	32ha of new employment land	The current Local Plan was adopted in September 2020 with no work presently having been undertaken on a new plan.

Cheshire East Council Local Plan

Table 2.4: Cheshire East Council Local Plan

Adopted and Emerging Plan period	Extant housing requirement	Emerging housing requirement	Extant employment requirement	Emerging employment requirement
Adopted: 2010 – 2030 Emerging: N/A	36,000 dwellings	The new Cheshire East Local Plan is still at an early stage with the Issues Paper consultation having been undertaken in April 2024. The housing requirement is not set out in this document.	380ha of new employment land	The new Cheshire East Local Plan is still at an early stage with the Issues Paper consultation having been undertaken in April 2024. The employment land requirement is not set out in this document.

Shropshire Council Local Plan

Table 2.5: Shropshire Council Local Plan

Adopted and Emerging Plan period	Extant housing requirement	Emerging housing requirement	Extant employment requirement	Emerging employment requirement
Adopted: 2006 – 2026 Emerging (at examination): 2016 – 2038	27,500 dwellings	30,800 dwellings	290ha of new employment land	300ha of employment land

Development sites included in the Local Plan

2.24 The Newcastle-under-Lyme Final Draft Local Plan includes strategic and small development sites which have the potential to come forward to help deliver the housing and employment needs of the borough. These sites (position updated in July 2024) are shown in a development site map, which is included in Appendix B. The infrastructure requirements of these sites have been assessed and are discussed in the following chapter.

Chapter 3

Infrastructure baseline and planning considerations from the proposed 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 proposed development sites set out in the Final draft Local Plan.

Transport

Overview

3.2 Building upon on the existing information as summarised in the council's Infrastructure Baseline Report 2021 [\[See reference 29\]](#), Newcastle-under-Lyme Borough Council officers have worked closely with Staffordshire County Council and Stoke-on-Trent City Council to produce evidence in relation to local accessibility analysis and traffic modelling. In addition, the council has engaged with the key service providers to establish an up to date picture of railway, buses and other sustainable travel modes provision in the Borough.

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

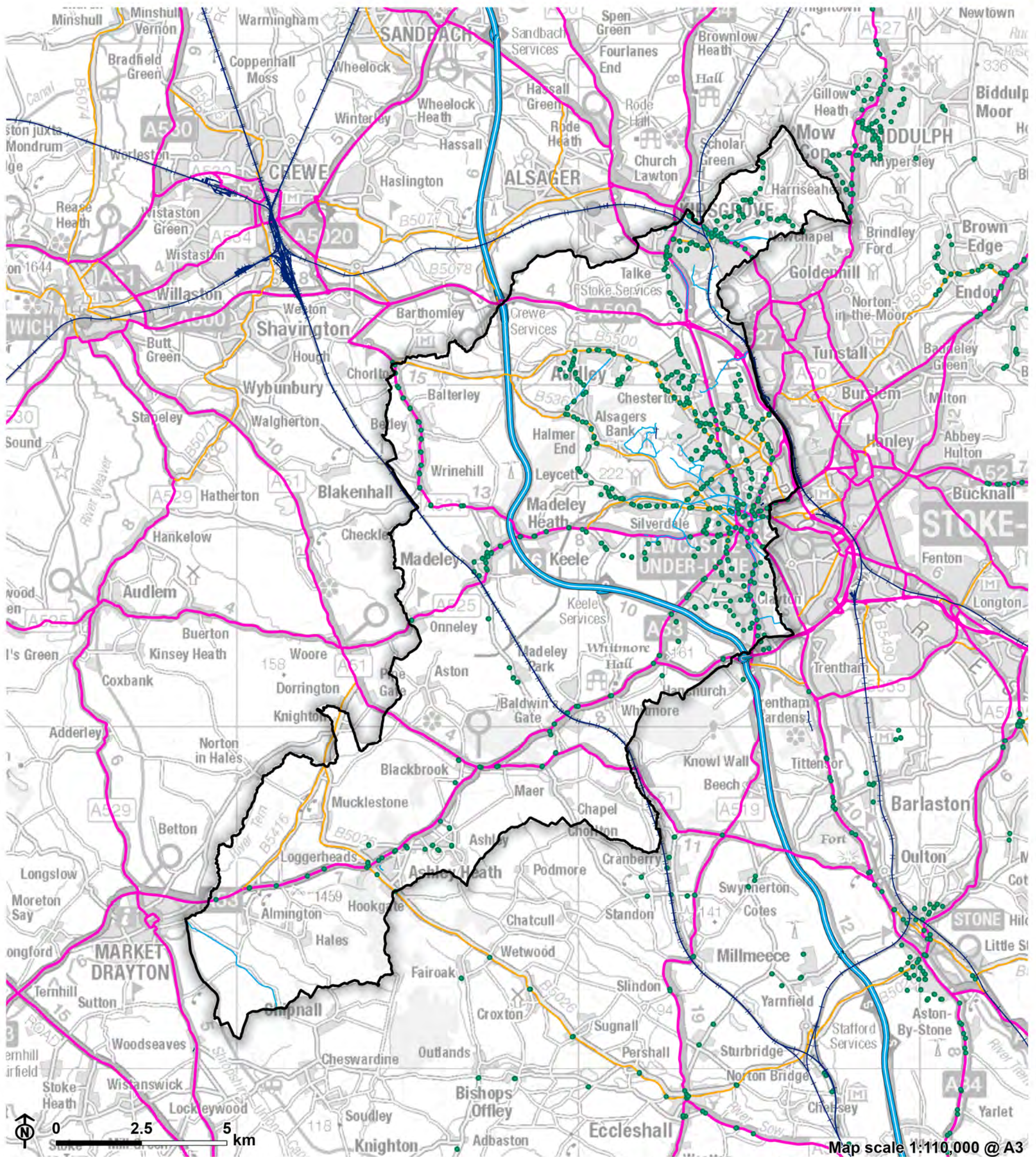


Figure 3.1: Transport Infrastructure

- Newcastle-under-Lyme Borough Boundary
- Railway
- A Road
- B Road
- Motorway
- Cycle route
- 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 [\[See reference 30\]](#).

Existing infrastructure capacity and issues

3.6 The town of Newcastle-under-Lyme has no railway station. The only railway station in the borough is found to the north in Kidsgrove. The nearest station outside of the borough is located within Stoke-on-Trent. These stations are served by trains on the Crewe to Derby Line, which runs via Stoke-on-Trent and Uttoxeter and currently suffer from overcrowding [\[See reference 31\]](#).

3.7 Stations in the south of Staffordshire 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 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.

3.9 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 and Stoke-on-Trent, especially on commuter services. The two busiest railway stations are Stoke-on-Trent and Stafford.

3.10 Network Rail's West Midlands and Chilterns Route Study (2017) [\[See reference 32\]](#) 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.

3.11 While the proposals associated with High Speed 2 (HS2) have since been rescoped as part of array upgrades that will support improved train speeds and reliability, major earthworks have begun to prepare for the construction on Birmingham's Curzon Street station, with construction on the main station building expected to begin in Summer 2024 and operational testing and commissioning to run from Summer 2026 to Autumn 2028 [\[See reference 33\]](#). 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 [\[See reference 34\]](#).

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. The original plan for HS2 included Phases 2a and 2b that would have provided further improvements in journey times and capacity from Stafford to London, Birmingham and the North West, while releasing capacity on the West Coast Main Line services for other Staffordshire and Stoke on Trent stations. In October 2023, the government made the decision to cancel Phases 2a and 2b [\[See reference 35\]](#). At the same time the government pledged to redirected savings relating to HS2 to building Network North which makes funds available for a range of transport improvements [\[See reference 36\]](#).

3.13 From Autumn 2024 the management of railways is set to be undertaken by a new public body called Great British Railways [\[See reference 37\]](#). 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.

3.14 Following the general election and change in government in July 2024, it is important to consider the potential impacts on rail services across the country. The Labour party's manifesto sets out a plan for improvements to rail services as part its approach to supporting reliable, safe, efficient, accessible, affordable and quality transport systems in the UK. The party's plan for the railways pledges to deliver against six key objectives to improve the national service [\[See reference 38\]](#). The plan includes the creation of a unified and simplified governance structure. Furthermore, as part of the plan, Labour have reconfirmed plans to establish Great British Railways as the body responsible for the day-to-day operational delivery of the railways, for ensuring infrastructure and services work together, and for innovations and improvements in the experience of passengers and freight users.

The bus network

3.15 Staffordshire County Council is the local transport authority covering Newcastle-under-Lyme. In order to reduce per capita road transport emissions, the County Council wishes to improve facilities that promote the use of alternative modes of transport (including those relating to bus services as well as walking and cycling).

3.16 Bus services connect the main towns in Staffordshire and 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 homes, 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.

3.17 There are 19 bus operators in the county, operating over 200 separate services. The biggest operator in terms of the number of services is Diamond Bus EM who run 20% of the county's bus services. Other large operators include D&G, Chaserider, Select and Arriva Midlands. Collectively, these five operators run almost two-thirds (64%) of all bus services in the county and 64% of all commercial services. The remaining 14 operators, run just over one-third (36%) of the county's bus services and 36% of all commercial services [See reference 39]. At special meetings of the Staffordshire Bus Operator Forum which involved all local bus operators in 2021, it was agreed that operators should work towards the creation of an Enhanced Partnership (EP) to meet government requirements regarding the future of bus service provision. The basis of the EP is the delivery of the aspirations of the Bus Service Improvement Plan [See reference 40].

3.18 Situated in the town centre, Newcastle-Under-Lyme Bus 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. There are 608 bus stops and 179 shelters (77 of which are owned and maintained by Staffordshire County Council) in Newcastle-

under-Lyme. However, there are only 16 real-time passenger information (RTPI) displays presently in the borough. Bus stops in Newcastle-under-Lyme are mostly found in the Newcastle and Kidsgrove urban areas as well as the settlements along the A53, A525 and A531. Bus priority measures in Newcastle-under-Lyme are limited to those on Barracks Road in the Newcastle urban area.

3.19 As part of its approach to encouraging use of alternative modes of transport the County Council seeks to locate suitable roadside stops within 350m of new residential developments and, where necessary, the delivery of traffic management measures to help improve the operation of bus services [See reference 41]. Two thirds of residents live within this distance 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.

3.20 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.

3.21 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.

3.22 Staffordshire County Council continues to work in partnership with bus operators with the aim of increasing passengers on commercial services. The Bus Service Improvement Plan 2024 - 2050 [See reference 42] seeks to

complement the vision of the Staffordshire Local Transport Plan which is for Staffordshire by 2050 to have:

- A net-zero transport system that supports sustainable economic prosperity, healthy, safe and inclusive communities, and excellent quality of life for residents, whilst seeking to enhance the built and natural environments.

3.23 To meet this vision, the Improvement Plan sets out a number of ambitions, with those most relating to infrastructure provided below:

- Buses take people where they want to go, at a time that is right for them;
- Bus journeys are expeditious and run on-time;
- Bus fares are simple to understand and cheaper than car travel;
- Bus infrastructure is accessible, safe and well maintained;
- Bus information is widely available, in various formats, and accessible to all users; and
- Buses are accessible, zero emission, with high-quality on-board environments.

3.24 In 2023/24, over £1.6 million of revenue grant aid and £1.6 million of revenue core funding was available to invest into local bus provision. New services that were introduced in 2023/24 in Newcastle-under-Lyme funded through the Bus Service Improvement Plan and County Council local bus budget include:

- Route 101 - Newcastle – Stafford Early morning added.
- Route 94: Newcastle – Congleton Saturdays added.
- Route 101 - Newcastle – Stone – Stafford Early morning service added.
- Route 94: Newcastle – Biddulph – Congleton Saturday service added.
- Route 95: Audley - Kidsgrove – Biddulph New supported bus services.

3.25 The current Bus Improvement Plan [\[See reference 43\]](#) also identifies a number of new bus services introduced or due to be Introduced in 2024/25. Those most related to Newcastle-under-Lyme include:

- Newcastle- Wolstanton to ensure:
 - Links to college university hospital.
 - Support for Newcastle Towns Fund and Future High Streets Fund.
 - Support for areas of deprivation.
 - Improvement to local services in a Type 1 settlement (where traffic can build up and delays can be more common, especially during peak travel periods).

3.26 Furthermore, also over the 2024/25 period, the Hanley - Kidsgrove route will receive financial support to ensure it is not withdrawn. The Biddulph – Hanley – Newcastle – Westbury Park routes will operate extended hours during this time with the aim of supporting people into work and achieving a 2% increase in patronage.

3.27 Newcastle-under-Lyme Borough Council was awarded £23.6 million via the Town Deal Fund to deliver a programme of investment to revitalise Newcastle town centre and help regenerate deprived communities. Around £1.2m was awarded for the delivery of a package of sustainable public transport solutions to be jointly delivered by the county and borough councils and Keele University. These include a new bus only exit, allowing buses to leave Keele University campus straight onto the A525 without travelling through the campus, RTPi and bus information totems. In addition, a fast bus service from Keele University to Newcastle will be introduced and a new service from Keele University to Silverdale, Knutton and Chesterton.

3.28 In addition, there are plans to give buses priority over other traffic on key bus routes in Staffordshire. One scheme previously considered in relation to bus priority measures on Basford Bank involves a bus gate on the A53 Etruria Road, by the A500 roundabout. This scheme would 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. Discussions regarding the potential deliver and most effective implementation of the scheme are ongoing.

3.29 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 RTPI systems [See reference 44].

The road network

3.30 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. These routes facilitate strategic and local inter-urban connections for commuting, business travel, freight, and leisure journeys whilst providing strategic links to key urban centres. The strategic highway 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. 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. The M6 motorway passes into Newcastle-under-Lyme from the south east where Junction 15 connects to the A500 to the east and A5182 to the west. Junction 16 of the M6 lies on the north west boundary of the borough where it connects to the A500. Other strategically important routes include the A34 between the Newcastle and Kidsgrove urban areas, the A53 which provides links to the southern rural areas (including Baldwins Gate and Loggerheads) and A525 which provides links to Keele and the central rural areas (including Madeley) from the Newcastle urban area.

3.31 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.

3.32 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.

3.33 Of most relevance to traffic flows through Newcastle-under-Lyme, as part of its strategic transport plan to improve the A50/A500 and level up Stoke-on-Trent, Staffordshire, Derby and Derbyshire [\[See reference 45\]](#), Midlands Connect has identified a number of improvements to help address traffic flows at the A50 and A500 through Stoke-on-Trent. Capacity is often recorded at well over 100% along these routes with congestion resulting. The measures are seen as a means to help address major bottlenecks in the area surrounding Stoke-on-Trent, especially at the A34/A500 and the A50/A500 junctions.

3.34 The most immediate priorities (within the next 10 years, aligning with the third and fourth roads investment period (RIS3 and RIS4) identified are:

- Strategic improvements to M6 J15 to resolve congestion, improve safety and facilitate better flow of traffic on M6 and A500. This has been suggested for submission to RIS3.
- Enhancements at Sideway roundabout in Stoke-on-Trent to make traffic flow more smoothly, including strategic changes to the roundabout and lanes at the junction and to address the signalled junctions that cause traffic to build up on the route.
- Technology-led improvements to the reliability and safety of the M6 between Junction 15 and 16. Suggested for submission to RIS4.

3.35 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 [\[See reference 46\]](#) [\[See reference 47\]](#). For the second road investment period (RIS2: 2020 to 2025) National Highways plans to open 52 schemes, worth £14.2bn investment in quality and capacity, including 12 new major road schemes. These schemes are set out in the Delivery Plan 2020-2025 and include the M6 Junction 13 to 15 Smart Motorway scheme which was completed and opened to public traffic in August 2022 (RIS2) [\[See reference 48\]](#).

3.36 As part of its Highways and Transport Programme 2024/25 to 2026/27 Staffordshire County Council announced that £50 million will be invested in maintaining and improving Staffordshire's highways over the next three years. In total this will involve 34 road reconstruction schemes including the A34 Knutton Lane and B5369 Dimsdale Parade West, both in Newcastle-Under-Lyme [\[See reference 49\]](#). Walking and cycling

3.37 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.

3.38 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 [\[See reference 50\]](#). 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."*

3.39 The Plan has recommended that 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.

3.40 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 presence of the ring road.

3.41 The majority of the priority cycle routes in Newcastle-under-Lyme are on heavily trafficked A roads where there are 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 51]**.

3.42 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 (AQMA)

and a Ministerial Direction from government to reduce air pollution in certain areas by 2023, predominantly along the A53 corridor.

3.43 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 and River Trust

Funding

3.44 Funding for rail improvements is provided by the UK government and is allocated based on the priorities identified in the Staffordshire Rail Strategy 2016 [\[See reference 52\]](#).

3.45 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.

3.46 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 Plan allocated funds, developer contributions and government grants.

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

3.48 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 [\[See reference 53\]](#) and are secured through Section 106 and section 278 Agreements.

Newcastle-under-Lyme infrastructure planning approach

3.49 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.

3.50 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 [\[See reference 54\]](#), and other transport related documents [\[See reference 55\]](#).

3.51 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 borough (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 borough is to locate development in sustainable locations, identifying appropriate and deliverable measures to meet transport needs.

3.52 All new development in the borough 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.

3.53 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.

3.54 In addition to local transport mitigation, development contributions will be required for strategic transport schemes related to cumulative growth.

Key infrastructure planning considerations

3.55 In the context of the council's 2019 declaration of a climate emergency, Newcastle-under-Lyme will require a transport network that addresses not only the needs of the residential and working population but will also need to address the impact that transport has on emissions and climate change. By promoting and facilitating the sustainable movement of people between their home, work, shops and services across the borough, it will help to facilitate economic growth opportunities, inward investment, regeneration and contribute towards the delivery of sustainable development. Allocating development sites which reduce the need to travel or promote the use of sustainable transport will support the aims set out in the borough council's Sustainable Environment Strategy and Delivery Plan [\[See reference 56\]](#).

3.56 The proposed development sites in Newcastle-under-Lyme focus much of the development to the strategic and urban centres of Newcastle and Kidsgrove respectively followed by the rural centres and Keele and Keele University. Regardless of the distribution of growth achieved, the level of new housing and employment provision will result in an increase in journeys being made in the plan area. As such, the Local Plan includes the policy approach that developments should not cause severe residual impacts on the road network, either direct and / or cumulative.

3.57 Nonetheless, the proposed development sites which are included in the Final Draft Local Plan will require transport mitigation to reduce delays and congestion identified. These have been developed taking account of the Strategic Transport Assessment and associated detailed modelling evidence undertaken by Sweco on behalf of Newcastle-under-Lyme Borough Council [See reference 57] as well as engagement with infrastructure providers and stakeholders.

Strategic centre – Newcastle urban area

3.58 Engagement with National Highways identified the need for mitigation associated with a number of sites in the Newcastle urban area. These are:

- Potential mitigation scheme involving widening and additional lane at the gyratory on M6 J16. VISSIM modelling work is currently going on and the need for any potential mitigation measures would be confirmed after the completion of a detailed capacity assessment as part of planning application stage. This mitigation measure would also address growth generated by sites in the Rural Central and Keele University Corridor areas.
- Mitigation relating to A500 / A34 Talke interchange/roundabout. The need for any potential mitigation measures to be confirmed after completion of the Strategic Transport Assessment and detailed junction capacity assessments. This mitigation measure would also address growth generated by sites in the Rural Central and Keele University Corridor areas.

- Mitigation relating to A500 / A5271/ B5370 interchange. The need for any potential mitigation measures in the area would be confirmed after completion of the Strategic Transport Assessment and detailed junction capacity assessments.
- Mitigation relating to A500 (Queensway) / A519 Hanchurch roundabout. The need for any potential mitigation measures in the area would be confirmed after completion of the Strategic Transport Assessment and detailed junction capacity assessments. This mitigation measure would also address growth generated by sites in the Rural Central and Keele University Corridor areas.
- Mitigation relating to A500 (Queensway)/ A53 (Etruria Road) Etruria Roundabout. The need for any potential mitigation measures in the area would be confirmed after completion of the Strategic Transport Assessment and detailed junction capacity assessments.

3.59 Engagement with the Canal and Rivers Trust highlighted the potential to improve cross-border connectivity improvements to active travel towards Stoke-on-Trent in the Newcastle urban area. This engagement also identified the potential to achieve National Cycle Network improvements along the Trent and Mersey Canal.

3.60 Furthermore, there is a need for infrastructure to support active travel and by non-car modes at the following sites:

- CT1: Land at Red Street and High Carr Farm, Chesterton
- KS3: Land at Blackbank Road, Knutton
- KS17: Knutton Recreation Centre, Knutton Lane
- SP11: Lyme Park
- SP22: Former Playground off Ash Grove
- SP23: Land at Cemetery Road / Park Lane
- TB19: Land south of Newcastle Golf Club
- TB23: Land west of Galingale View

- TC7: Land bounded by Ryecroft, Merrial Street
- TC40: Car Park, Blackfriars Road

3.61 The improvements identified would be funded by developer contributions.

Urban centre – Kidsgrove

3.62 At Talke, the Strategic Transport Assessment identifies the need for extension of the north west-bound Newcastle Road two-lane approach to the signalised junction at Newcastle Road/Coalpit Hill. This will give additional space for right-turning traffic. Furthermore, improvements to Cedar Avenue would be required including better parking and improvements relating to pedestrian crossing.

3.63 These improvements are needed to support the following development sites at Talke:

- BL8: Land adj to roundabout at West Avenue;
- BL18: Clough Hall Playing Field;
- BL32: Land at Congleton Road;
- BW1: Chatterley Valley;
- TK6: Site at Coalpit Hill, Talke;
- TK10: Land at Crown Bank, Talke;
- TK17: Land off St Martins Road; and
- TK27: Land Off Coppice Road, Talke.

3.64 Furthermore, engagement with National Highways indicates that mitigation is required in relation to the A500 / A527 interchange to address growth through proposed development sites within Kidsgrove and Newcastle urban area. The need for any potential mitigation measures would be confirmed after completion of detailed junction capacity assessments.

3.65 There is also a need for infrastructure to support active travel and by non-car modes at the following sites:

- BL18: Clough Hall Playing Field;
- BL32: Land at Congleton Road;
- NC13: Land West of Bullockhouse Road, Harriseahead;
- TK10: Land at Crown Bank, Talke;
- TK17: Land off St Martins Road; and
- TK27: Land Off Coppice Road, Talke.

3.66 The improvements identified would be funded by developer contributions.

Keele University corridor

3.67 The need for a new link road running between University Avenue/Barkers Wood Road to Whitmore Road has been identified as part of the Strategic Transport Assessment. This mitigation measure is required to meet the growth generated by the development site KL15: Land south of A525 between Keele University and Newcastle-under-Lyme and the other nearby residential sites in Keele (KL13: Keele Science Park Phase 3, University of Keele, SP11: Lyme Park, SP23: Land at Cemetery Road / Park Lane and TB19: Land south of Newcastle Golf Club). The link road is to be designed to help reduce through-traffic and to help distribute additional trips generated from these sites. It will also ensure that the existing bus service on Keele Road can be maintained without excessive delay due to congestion. The link road will need to consider LTN 1/20 guidance to determine the appropriate infrastructure to support walking, wheeling and cycling.

3.68 Furthermore, the development sites identified in the preceding paragraph also require the provision of a new circular bus service serving Newcastle-under-Lyme bus station and Keele University and sites KL15: Land south of A525 and SP11: Lyme Park, Silverdale sites via Keele Road, the new link road and Whitmore Road.

3.69 There is also a need for infrastructure to support active travel and by non-car modes at the following sites:

- KL13: Keele Science Park Phase 3, University of Keele; and
- KL15: Land south of A525 Keele.

3.70 The improvements identified would be funded by developer contributions.

Rural Central

3.71 The Strategic Transport Assessment sets out that a new direct bus service serving site AB2: Land at Junction 16 of the M6 would be required. The bus route would provide connections to Stoke-on-Trent, Newcastle-under-Lyme and Crewe, and call at local transport hubs such as Alsager rail station. This is expected to be a replacement for a minimum of 10% of car trips originating in nearby zones that could use this and other existing public transport services to access site AB2.

3.72 Furthermore, engagement with National Highways identified the potential need to mitigate cumulative impacts on the SRN when site AB12: Land East of Diglake Street is considered along with the nearby allocations in Audley, AB15: Land North of Vernon Avenue and AB33: Land off Nantwich Road / Park Lane, Audley and AB15.

3.73 The need for any potential mitigation measures would be confirmed after the completion of the Strategic Transport Assessment and detailed junction capacity assessments.

3.74 There is also a need for infrastructure to support active travel and by non-car modes at the following sites:

- AB2: Land Adjoining Corner of A500 and M6 Southbound;
- AB15: Land North of Vernon Avenue;

- AB33: Land off Nantwich Road / Park Road; and
- MD29: Land North of Bar Hill.

3.75 The identified mitigation measures would be funded by developer contributions.

Education

Overview

3.76 In accordance with the Education Act (EA) 1996 Section 14(1), SCC has a statutory duty to secure sufficient primary and secondary school places, through working with schools and other partners. When ensuring the sufficient supply of school places (as discussed in paragraph 99 of the NPPF), SCC has duties to “secure diversity in the provision of schools and to increase opportunities for parental choice” (Education and Inspections Act 2006 Part 1 Section 2(3A)).

3.77 Staffordshire County Council also has duties under the Childcare Acts of 2006 and 2016 to ensure that there are sufficient, sustainable and flexible childcare for children and their families, including early years provision. Local authorities are required to play a lead role in facilitating the childcare market in partnership with the private, voluntary and independent sector.

3.78 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. Home schooling is not considered as part of the IDP because of the minimal related infrastructure implications.

3.79 Pupil demand in Staffordshire is calculated using a forecasting model in accordance with the Staffordshire Education Infrastructure Contribution Policy (updated July 2023) [\[See reference 58\]](#). 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 understand if an area is decreasing, increasing or staying the same.

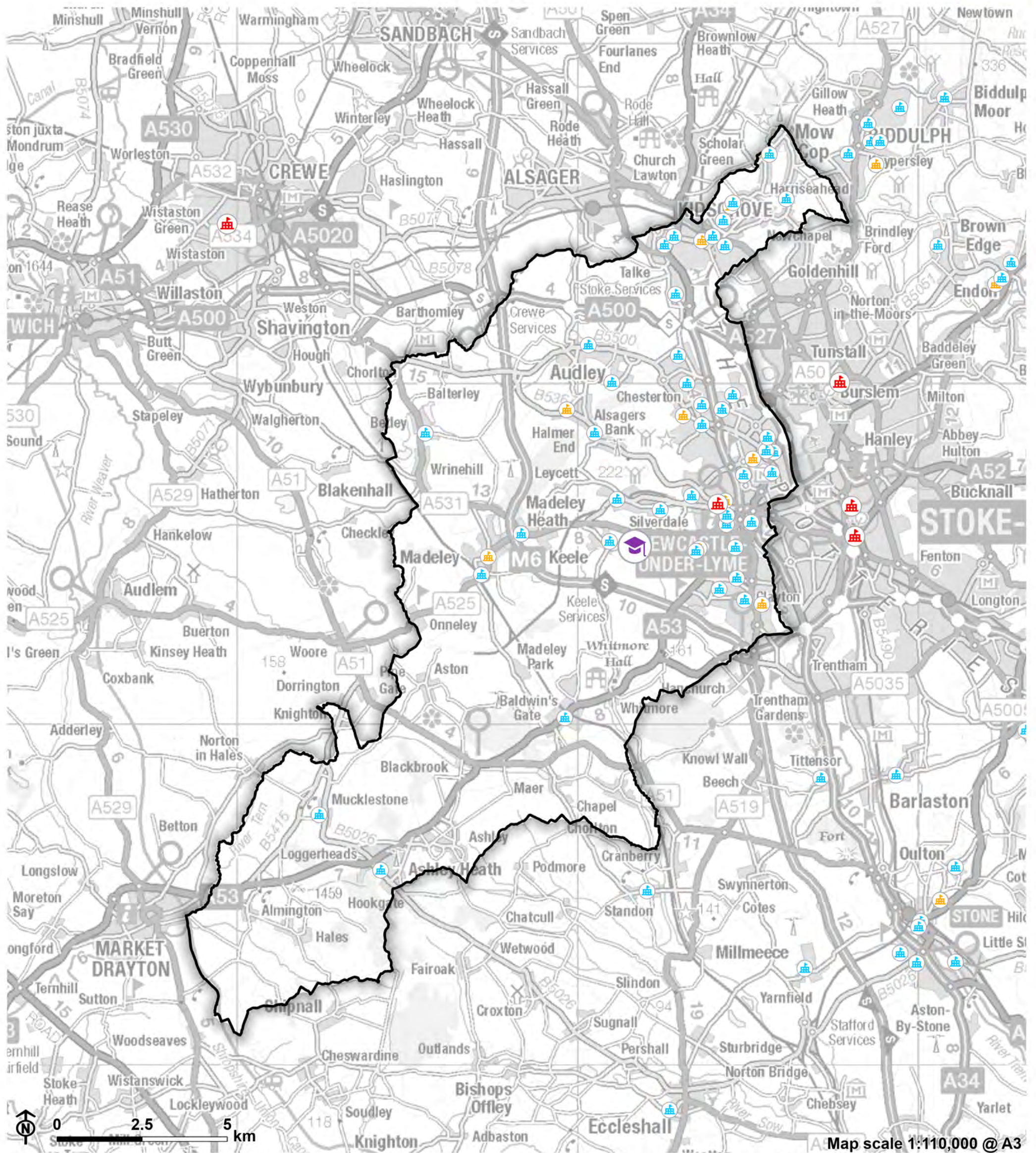
3.80 A two-tier education system, with primary (4-11 years) and secondary (11-16/18 years) schools, operates throughout the Borough. School place planning in the Borough is broken down into two distinct areas:

- Newcastle
- Kidsgrove

3.81 Newcastle-under-Lyme has 30 primary schools, one infant school, one junior school and seven secondary schools. Kidsgrove has nine primary schools and two secondary schools.

3.82 Currently within the Borough, 34 of the 50 schools physically located in the area are Academies or Free Schools. This number grows as new schools open, or maintained schools convert to or become sponsored academies. Academies and Free Schools are independent from the local authority and the Regional Director/ Secretary of State/ Department for Education would be the decision maker (s) for significant changes to an academy.

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



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Figure 3.2: School Provision

▬ Newcastle-under-Lyme Borough Boundary

🎓 University

🏫 College

🏫 Primary school

🏫 Secondary school

Current context

Primary schools and secondary schools

3.84 The Borough has 39 primary schools, one infant school, one junior school, nine secondary schools.

3.85 The normal age ranges for pupils in Staffordshire is as follows:

- Primary: 4-11 years.
- Infant: 4-7 years.
- Junior: 7-11 years.
- Secondary schools (no sixth form): 11-16 years.
- Secondary schools (with sixth form): 11-18 years.

3.86 To meet an increased need for secondary school places as a result of housing in the Madeley High School's catchment area a project to increase the school by 0.5FE (75 places) is proposed. The project would enable additional places to be provided in the catchment area by increasing the Published Admission Number (PAN) of Madeley High School from 135 to 150 places from September 2024, providing an additional 15 Year 7 places each year.

3.87 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 borough and is mainly accessible at Newcastle College.

3.88 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 are grouped based on the geographical location of schools, and by assessing pupil movement between schools and catchment areas. The Newcastle planning area has been further divided into seven primary school clusters and two secondary school clusters by the County Council. The Kidsgrove area forms a single cluster for planning for primary and secondary schools. This is shown below.

Figure 3.3: Newcastle-under-Lyme primary planning areas

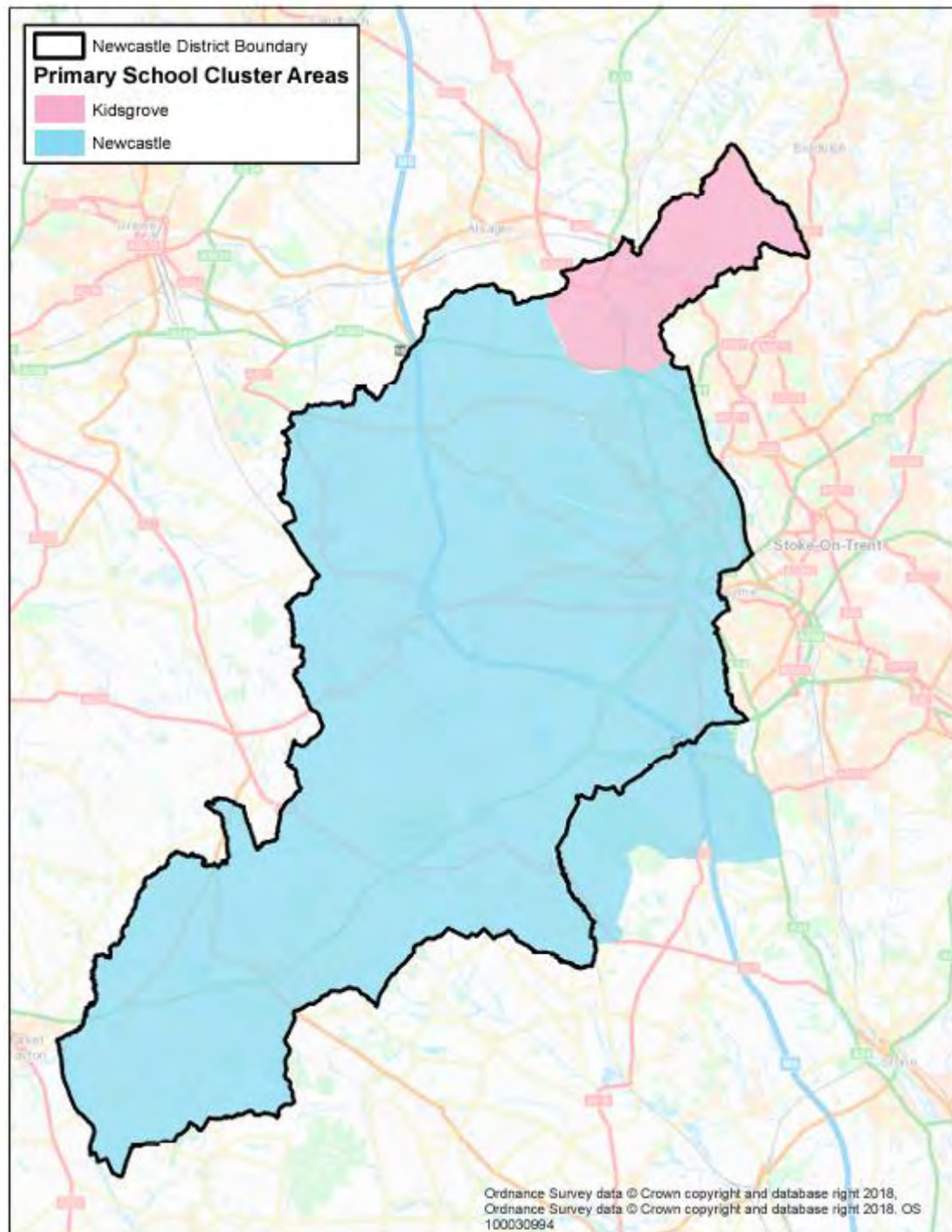


Figure 3.4: Newcastle primary school planning clusters

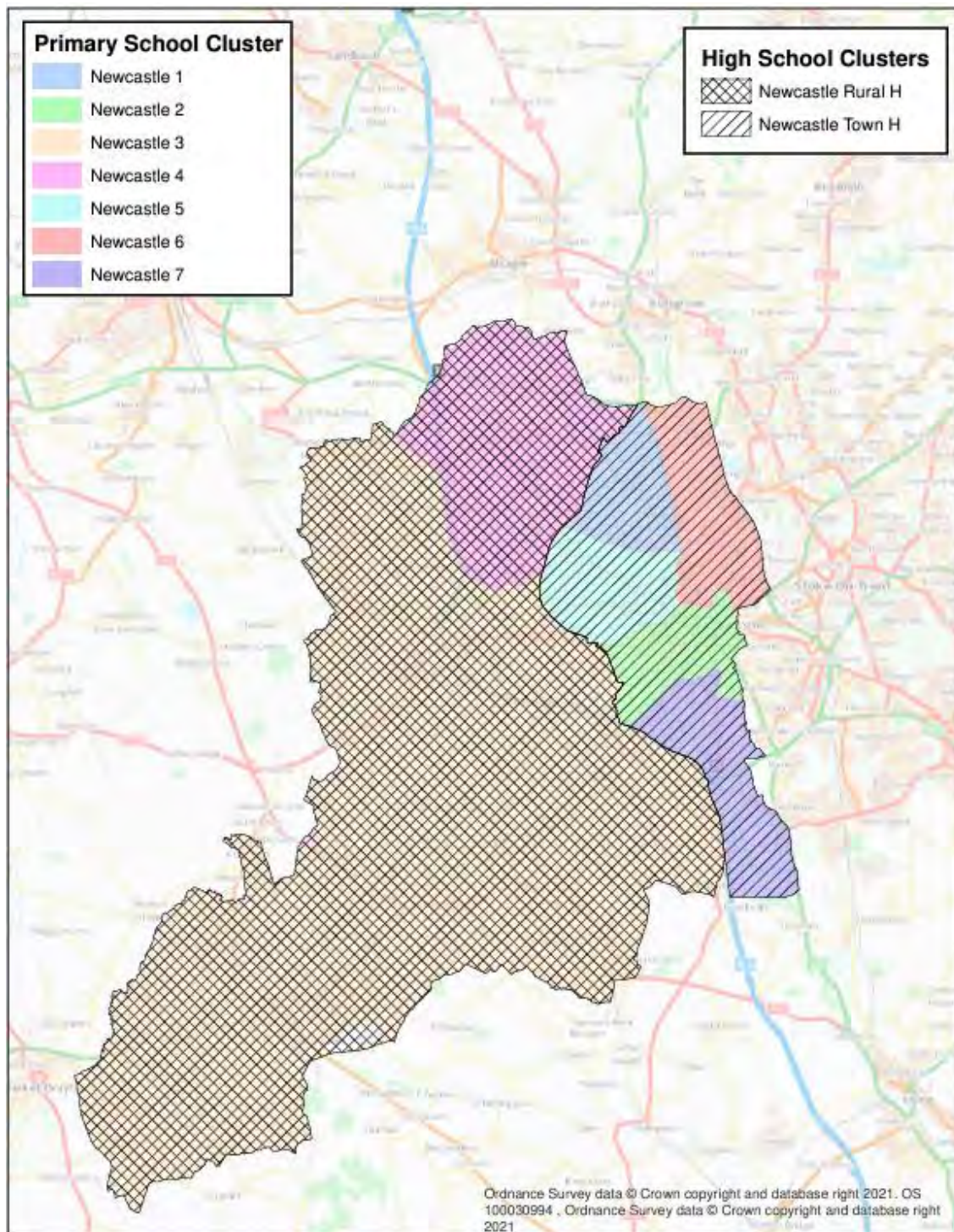
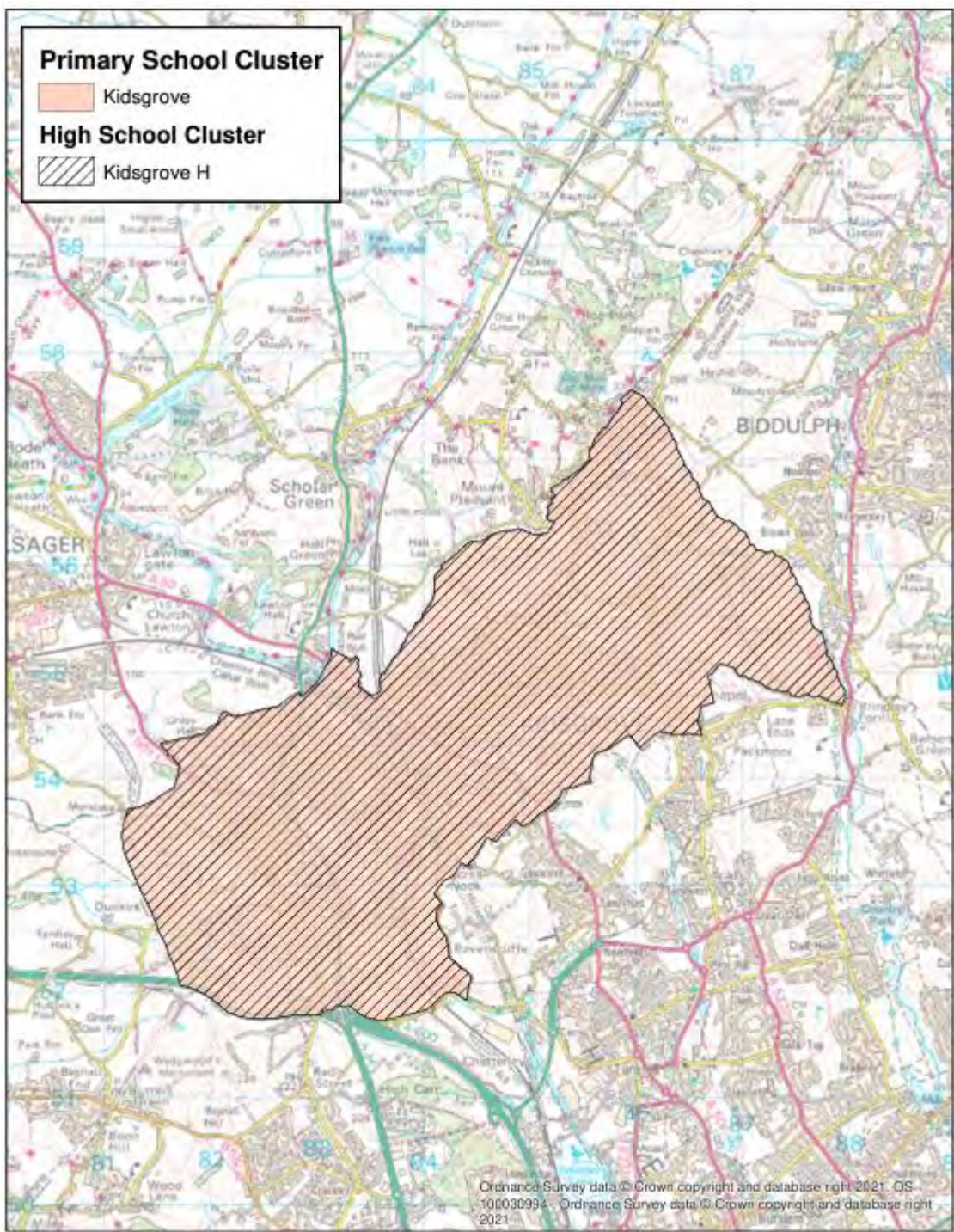


Figure 3.5: Kidsgrove school planning cluster



Cross border pupil movement

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

3.90 Outward movement in Kidsgrove across primary and secondary phases of education remains a challenge. Cheshire East is a net importer of children from Kidsgrove. Only a small number of pupils living in Cheshire East come into Kidsgrove schools. The number of Kidsgrove children being educated in Cheshire East schools has reduced over the last few years, and overall the net outflow (loss) from Kidsgrove to Cheshire East schools is currently around 100 pupils at primary phase and 200 at secondary phase. There are currently 156 pupils in primary and 224 pupils in secondary education choosing to be schooled in Cheshire East, with only 51 and 22 respectively coming in from Cheshire East, which equates to a net outflow of 105 and 202 pupils respectively. Cross border movement of pupils between Kidsgrove and Stoke-on-Trent is similar in both directions.

3.91 There are high numbers of pupils leaving Newcastle Town at both phases of education going into Stoke-on-Trent to be educated, but in comparison there are higher numbers of pupils from Stoke-on-Trent coming into Newcastle Town. At primary level, there are 317 pupils coming in from Stoke-on-Trent to Newcastle Town and 227 going out of Newcastle Town to Stoke-on-Trent. At secondary level there are 442 pupils coming in from Stoke-on-Trent to Newcastle Town and 340 going out of Newcastle to Stoke-on-Trent (not including sixth form). Overall, there is a net inflow of pupils to Newcastle Town from Stoke-on-Trent of approximately 110 at primary phase and approximately 130 pupils at secondary phase.

3.92 The spatial strategy for Stoke-on-Trent is set out in the adopted Newcastle-under-Lyme and Stoke-on-Trent Core Strategy 2006-2026 [See reference 59] and the spatial strategy for Cheshire East is set out in the adopted Cheshire East Local Plan Strategy 2010 - 2030 [See reference 60]. The Cheshire East Site Allocations and Development Policies Document [See

reference 61] provides detailed planning policies and land allocations in line with the overall spatial approach set out in the Local Plan Strategy document. The emerging new Local Plans for Stoke-on-Trent and Cheshire East are still at an early stage with no locations for growth set out in their respective Issues and Options document **[See reference 62]** and Issues Paper **[See reference 63]**. The adopted Newcastle-under-Lyme and Stoke-on-Trent Core Strategy identifies the locations for major housing interventions which include the developed locations of Stoke-on-Trent including the city centre, Middleport and Shelton. Given this overview of development up to 2026 for Stoke-on-Trent, it is assumed that net flows of pupils to and from Newcastle-under-Lyme will remain broadly constant. Beyond the principal towns of Crewe and Macclesfield, the adopted Cheshire East Core Strategy sets out growth for the key service centre of Alsager (including 2,000 homes) close to the borough boundary and within 1.0km of Kidsgrove. As sites associated with the distribution of growth apportioned to Alsager are built out, there is potential for an increase in the number of pupils travelling towards Kidsgrove for school. Regardless, it is the requirement for Newcastle-under-Lyme to plan for the needs arising from growth and the assumption is made that new pupils will go to their local school.

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

Funding

3.94 Schools receive revenue funding from the Department for Education (DfE) to fund day-to-day running costs. The amount each school receives is based on the 'National Funding Formula' which takes into account how many pupils are on roll at the school alongside various other factors for example the needs of the pupils on roll and the location of the school. The funding grant for an area is sent to local authorities who distribute the funding. There are additional funding streams for disadvantaged children, and different funding streams for early years and sixth forms.

3.95 This revenue funding is only sufficient to allow the school to operate, not to provide additional places. Where new development places additional demand for pupil places, DfE guidance states that developer contributions are expected to fund these places.

Newcastle-under-Lyme infrastructure planning approach

3.96 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 99) 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.

3.97 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.

3.98 Staffordshire County Council applies Pupil Product Ratios (PPR) [\[See reference 64\]](#) 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.

3.99 Calculations for the total number of pupils generated for different phases of education per dwelling also need to reflect the number of year groups required for each phase.

3.100 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 (BCM) 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 DfE school place scorecards.

3.101 PPRs and BCMs used in Newcastle-under-Lyme Borough for different phases of education are set out in the tables below. The number of year groups required for each phase of education is also provided. The calculation of expected costs associated with pupil generation resulting from housing development in Newcastle-under-Lyme is based on the County Council’s Staffordshire Education Infrastructure Contribution Policy March 2021 (updated July 2023).

3.102 Special schools require more space per pupil than mainstream schools. As such, in accordance with DfE guidance, developer contributions for SEND places are set at four times the cost of a mainstream place appropriate for the phase of education, “which is consistent with the space standards in Building Bulletin 104” [\[See reference 65\]](#).

Table 3.1: Pupil Product Ratios (PPR) for Newcastle-under-Lyme

PPR to be utilised for mainstream school places in Newcastle-under-Lyme				
	Primary/First	Middle	Secondary/High	Sixth form
PPR per dwelling per year group	0.03	N/A	0.03	0.03

Table 3.2: Building Cost Multipliers (BCM) for Newcastle-under-Lyme

Building Cost Multipliers to be utilised for mainstream school places in Newcastle-under-Lyme				
	Early Years/Nursery, First and Primary (including Infant and Junior schools)	Middle	Secondary and High	Sixth Form
Mainstream cost multiplier per pupil including weighting	£18,648	£22,148	£25,648	£25,648

Table 3.3: Required number of year groups for each phase of education

Phase of education	Pupil Ages	Number of year groups
Primary schools	4-11	7
Infant schools	4-7	3
Junior schools	7-11	4
Secondary schools (no sixth form)	11-16	5
*Secondary schools (with sixth form)	11-18	6

* There are at least 2-year groups in Sixth Forms, but the total number of pupils generated is based on 1 year group, as average staying-on rates are around 50%.

3.103 A development or a combination of small developments in an area of 750+ dwellings may trigger the need for a new primary school and a development or a combination of small developments of 4,000+ dwellings for a new secondary school. However this depends on the capacity within existing schools in the catchment.

3.104 It should be made clear to prospective developers that where a new school is required developers must provide land for school site(s) in addition to education contributions to mitigate the development. Where it is identified that a number of proposed developments in one area necessitate a new school, Staffordshire County Council would seek assurance from Newcastle-under-Lyme Borough Council that land would be safeguarded for education provision and that the developers contribute proportionally to the cost of buying the land.

3.105 Whilst this is not an exhaustive list, where new schools are required, the sites would need to be of regular shape, level, flat and without significant topographical features that would be considered incongruent with use as a school, free from contaminants and other adverse ground conditions, and suitable for the phase of education proposed. Other site requirements will also be required such as but not restricted to the provision of utility services onto the site, drainage and vehicular access and will be detailed and discussed when appropriate.

3.106 There would need to be a vehicular access route from the adopted highway to the school site at least sufficient and suitable for construction vehicles and vehicles for the delivery of materials for the construction of the school on the school site until the school opens at which point the vehicular access needs to be of an adaptable nature. Other site requirements may be required, and these will be detailed and discussed when appropriate.

3.107 Where existing schools have insufficient land to expand on their current site consideration may be given to allocating additional land adjacent to the school to facilitate growth if this is achievable. In addition, any new school proposed may also need to have additional land safeguarded to allow for future growth.

3.108 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.

3.109 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.

3.110 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.

3.111 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 considerations

3.112 LUC and Council officers have engaged with Staffordshire County Council throughout the development of the Local Plan and preparation of the IDP to understand the infrastructure implications of potential development sites. The implications of site allocations included in the Regulation 19 Final Draft Local Plan are considered below in relation to the sub-areas of the plan area. Where reference to infrastructure requirements for a given area have not been included, the existing provision is considered adequate the needs of new development.

Strategic centre – Newcastle urban area

3.113 Expansions to one or more primary schools in planning clusters

Newcastle 2 and/or Newcastle 7 (i.e. those urban areas including and to the south of the town centre as shown in Figure 3.4 earlier in this report) would be required to meet the pupil generation from the town centre allocations proposed in the plan alongside site TB19: Land South of Newcastle Golf Club, Thistleberry. The expansions would be required to meet the provision of 850 dwellings in this part of the Borough which would generate approximately 179 pupils at primary level across seven year groups. The expansions would be required to be met through developer contributions. The requirement for the expansions will, however, depend on the timing/phasing and locations of other sites within this area of Newcastle.

3.114 Furthermore, to meet the expected pupil generation at secondary level from town centre sites (expected to be approximately 45 pupils across five year groups from the 300 homes proposed for allocation) expansion funded by developer contributions of one or more of the high schools may be needed. Staffordshire County Council have identified that expansions may be appropriate at Chesterton Community Sports College and possibly one other secondary school.

Urban centre – Kidsgrove

3.115 The need for an expansion to St Chads CE (VC) Primary has been also identified through engagement with Staffordshire County Council. The expansion is required to meet the primary school pupil generation from site CT1 (approximately 111 pupils across seven year groups) which is allocated for 530 dwellings. This would be funded by developer contributions and support growth within the wider areas of Kidsgrove, Talke (both within the Kidsgroves sub-area) and Chesterton (within the Newcastle sub-area).

Rural central

3.116 While an expansion to Madeley High School is currently proposed to increase the school by 0.5FE (75 places) to meet the needs of housing in the catchment, a further expansion at Madeley High School is identified as necessary to meet the needs of allocations proposed in the Local Plan. The expansion is identified in response to the 492 dwellings (generating approximately 74 pupils across four year groups) proposed for allocation across Madeley (MD29), Loggerheads (LW53 and LW87) and Baldwins Gate (LW74). An expansion of Sir John Offley CE (VC) Primary School in Madeley is also required to meet the expected pupil generation at Madeley (approximately 32 pupils across seven year groups) of growth proposed in this area. Expansions to these primary and school facilities would be achieved through developer contributions.

Keele University corridor

3.117 The relatively large amount of development set out in the plan for the Keele University corridor means there is an identified need for a new 1 Form of Entry (FE) primary school. The proposed allocation SP11: Lyme Park, Silverdale is large enough (900 dwellings) to trigger the requirement for a new primary school. It is predicted that this housing development would generate approximately 189 pupils across seven year groups. The delivery of a new 1FE primary school (210 places and nursery provision) would be achieved through developer contributions.

Rural south

3.118 Staffordshire Council have also indicated the proposed site allocation at Baldwins Gate (LW74 for 200 dwellings generating approximately 42 pupils across seven year groups) would require an expansion of the primary school within the village. Developer contributions would be sought to achieve the expansion to Baldwins Gate Primary School.

Special educational needs and disabilities

3.119 In the Borough, children and young people may attend primary/secondary mainstream schools or special schools dependent on their needs. Currently the overall highest numbers of children and young people with Education, Health and Care Plans (EHCP) (i.e. plans for those aged up to 25 who need more support than is available through special educational needs support) are for children and young people with Autistic Spectrum Condition (ASC), particularly at Key Stage 2 and 3.

3.120 Additional special school places/capacity and support for children with SEND is being developed in the Newcastle area. With any additional housing there will be an increase in demand for school places for children with SEND.

Early years and childcare

3.121 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.

3.122 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.

3.123 93.6% of childcare providers in Newcastle-Under-Lyme who have been inspected by Ofsted are rated as good or outstanding. There are currently

sufficient childcare places in Staffordshire to meet demand. It is noted that although there are presently enough places for 0-2 year olds, Staffordshire County Council is monitoring a decline in places for this age group. In June 2024 there were 3,066 childcare places for children aged 0-2 years old, with 601 vacancies. This represents a higher rate of vacancies compared with 2022/23. As at Summer 2024, 4,845 places for two-year-olds were available across the County, with 843 vacancies. A total of 12,990 childcare places for 3–4-year-olds were provided across Staffordshire whilst there were 1,813 vacancies.

3.124 Within Newcastle-under-Lyme there are 53 childminders, 68 day nurseries (including school nurseries) and six pre-schools. Funded early education places are available for two years olds in the Borough through 'Think2' [\[See reference 66\]](#). 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 an Education and Health Care Plan and those who are in or who have been in care.

3.125 The availability of childcare places is made challenging 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 challenging in areas of deprivation where the market rate for a childcare place is lower, reducing provider's ability to 'cross subsidise' places.

3.126 Changes to childcare funding announced in the March 2024 Budget may help to reduce pressure on child-place funding in the longer term [\[See reference 67\]](#). 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.

Health and wellbeing

Current context

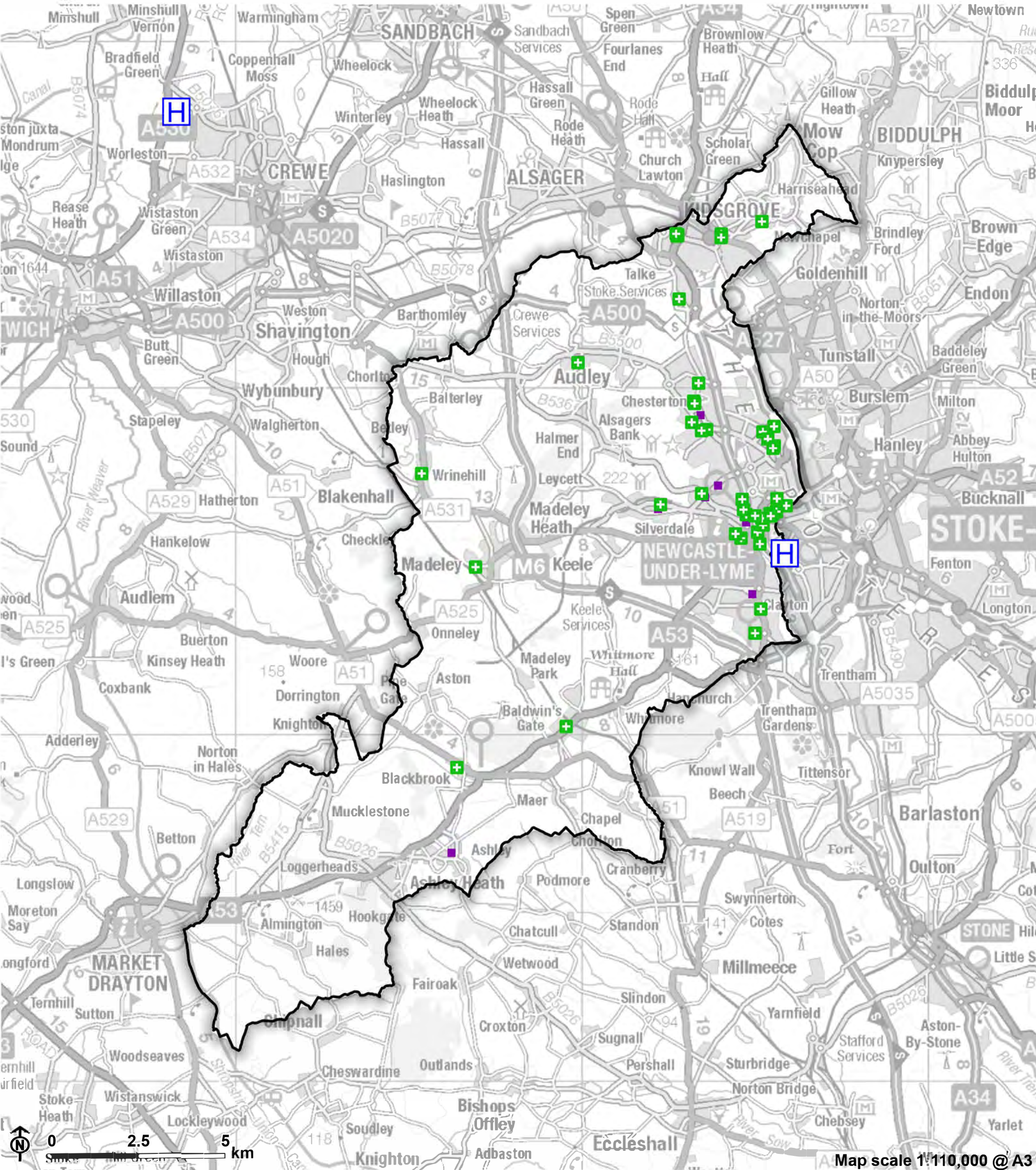
Primary care (GP) services

3.127 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).

3.128 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. The Staffordshire and Stoke-on-Trent ICS serves some 1.2 million people.

3.129 The provision of GP Surgeries in Newcastle-under-Lyme is managed by the NHS Staffordshire and Stoke-on-Trent Integrated Care Board (ICB). At the time of drafting this report, the ICB was preparing emerging clinical and estate strategies for its PCNs. As the plans were not finalised to inform the IDP, the council maintained engagement with the ICB to inform its understanding of the healthcare infrastructure requirements needed to meet the requirement of development set out in the emerging Local Plan. There are three PCNs in Newcastle-under-Lyme (Newcastle North, Newcastle Central and Newcastle South PCNs). These comprise 17 general practices. The healthcare facilities in

Newcastle-under-Lyme are shown in **Figure 3.6** alongside the location of hospitals in the areas surrounding Newcastle-under-Lyme.



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Figure 3.6: Health Facilities

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

3.130 Of the practices in Newcastle-under-Lyme, only Silverdale Medical Centre is reported to have surplus capacity to accommodate patients with all other practices reporting insufficient capacity. In summation, there are capacity issues at many locations in Newcastle-under-Lyme with some of this attributed to the level of growth experienced by the borough in recent years and a historic lack of funding for the estate via mechanisms such as the planning system. However, engagement with the ICB indicates that moving forwards, expected levels of growth are being considered and factored into strategic estate planning for the PCN.

3.131 The ICS sets out one year Operational Plans to reflect national and system priorities. The Operational Plan for 2023/24 highlights what the ICS will seek to deliver over the plan period and how it will do this, as well as its approach to developing priorities. The four priorities for the Operational Plan for 2023/24 **[See reference 68]** are:

- Urgent and emergency care with a focus on preventing admissions and facilitating appropriate and timely discharge;
- Reducing waiting lists and backlogs;
- Ensure residents have appropriate and timely access to general practice; and
- Improving access to high quality and cost effective care for those with complex needs.

3.132 The emerging ICB estates plan will align with the ICB estates charter **[See reference 69]** which sets out that the approach should be to:

- Maximise space utilisation in the estate and minimise non-productive space;
- To treat the estate as a system asset; and
- For no organisation to seek to make a profit through estates from another system partner.

3.133 For both health and social care in Staffordshire and Stoke-on-Trent, 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.

Hospitals and mental health

3.134 There are a significant number of organisations providing acute hospital, community and mental health services in Staffordshire and 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.

3.135 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.

3.136 Midlands Partnership NHS Foundation Trust provides physical and mental health, learning disability and adult social care services across Staffordshire and 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 and St George's Hospital in Stafford.

3.137 The University Hospitals of North Midlands NHS Trust has three sites: Royal Stoke University Hospital located in Stoke-on-Trent, County Hospital located in Stafford and Bradwell Community Hospital located in Newcastle-under-Lyme.

3.138 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

3.139 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.

3.140 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.

3.141 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.

3.142 In Staffordshire, the county 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.

3.143 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 and nursing homes, but it is anticipated that during the Local Plan period additional units within each of these sectors will be required.

3.144 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.

3.145 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.

3.146 In all, while new development may increase demand on social care services, need for new infrastructure is not always a direct consequence of growth. Additional services can be delivered within the same infrastructure, and these services are typically funded through general taxation and council tax.

Key delivery organisations

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

Funding

3.147 Funding for hospitals generally comes from the NHS through allocations and based on performance under the Quality and Outcomes Framework [\[See reference 70\]](#).

3.148 Funding for improvement of GP premises often comes from the NHS. As part of the 2020/21 GP contract updates, 100% NHS-funded premises improvement grants can be obtained, 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.

3.149 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. As such developer contributions towards facilities that support health and wellbeing in the Borough (including primary care provisions to meet the needs of new growth) can be achieved through Section 106 Agreements.

3.150 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.

3.151 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.

3.152 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

3.153 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.

3.154 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.

3.155 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 considerations

3.156 LUC and council officers have engaged with the ICB throughout the development of the Local Plan and preparation of the IDP to understand the infrastructure implications of potential development sites. The implications of site allocations included in the Regulation 19 Final Draft Local Plan are considered below in relation to the sub-areas of the plan area.

Strategic centre – Newcastle urban area

3.157 There is potential for new residents at allocations included in the plan to register with practices across multiple PCNs (Newcastle North, Newcastle Central, Newcastle South and About Better Care (ABC) in Stoke-on-Trent)). Engagement with the ICB notes varying capacity issues present at these PCNs, particularly in light of the site allocations being proposed. It is suggested that that developer contributions would potentially be pooled for investment to align with the prioritisation of ICB projects.

3.158 There is also a need to investigate options for a new build health hub to serve Newcastle South PCN given the scale of growth to be provided towards Silverdale (most notably SP11: Lyme Park, Silverdale). The health hub is to be considered as part of the development of the SP11: Lyme Park, Silverdale allocation and is likely to require a site of between 0.6ha and 1ha in size. The final detail of the site size and provisions would be dependent upon the outcome of detailed design work.

Urban centre – Kidsgrove

3.159 It is expected that the majority of future patients would register across the Mount Road Practice, Talke Pits Clinic and Kidsgrove Medical Centre based on existing patient registrations within the Newcastle North PCN. Development within Kidsgrove would also likely result in registration at practices the Leek and Biddulph PCN (Biddulph Doctors and Biddulph Valley Surgery).

3.160 The ICB indicates that it is feasible to create additional clinical rooms across these practice sites to support planned growth within the Kidsgrove area. Improvements to these sites would also accommodate additional workforce roles to support patient demands. Developer contributions would be required to support improvements to these sites.

Rural central

3.161 The majority of future patients resulting from the allocations included are expected to register with Audley Health Centre in Newcastle North PCN. Some new residents are also likely to register with Madeley Practice and Betley Surgery in Newcastle South PCN. Within Audley Health Centre it is considered feasible to create three additional clinical rooms for Audley to support the planned growth and the need to accommodate additional workforce roles. There is also potential to adapt and expand the existing estate for additional clinical rooms at the identified practices in Newcastle South PCN. These improvements would be supported by developer contributions.

Keele University corridor

3.162 Most new residents are expected to be accommodated at Newcastle Central and Newcastle South PCNs based on existing patient registrations. At these locations there is potential to adapt and expand the existing estate for additional clinical rooms as supported by developer contributions. New

residents within the Keele University Corridor would also benefit from proximity to the potential new health hub at site allocation SP11: Lyme Park, Silverdale.

Rural south

3.163 In this location the majority of new residents are expected to register with practices across Newcastle Central and Newcastle South PCNs (including Madeley Practice and Ashley Surgery). At these sites it is feasible that adaptation and expansion of the existing estate for additional clinical rooms to support planned growth and the need to accommodate additional workforce could be achieved through developer contributions.

3.164 At all locations emerging technologies to enable people to access healthcare via the internet such as virtual consultations and healthcare monitoring may help free up capacity over the plan period. However, the amount of capacity this will provide is unclear at present [\[See reference 71\]](#).

Green and blue Infrastructure, open space and sports

Current context

Green and blue infrastructure and open space

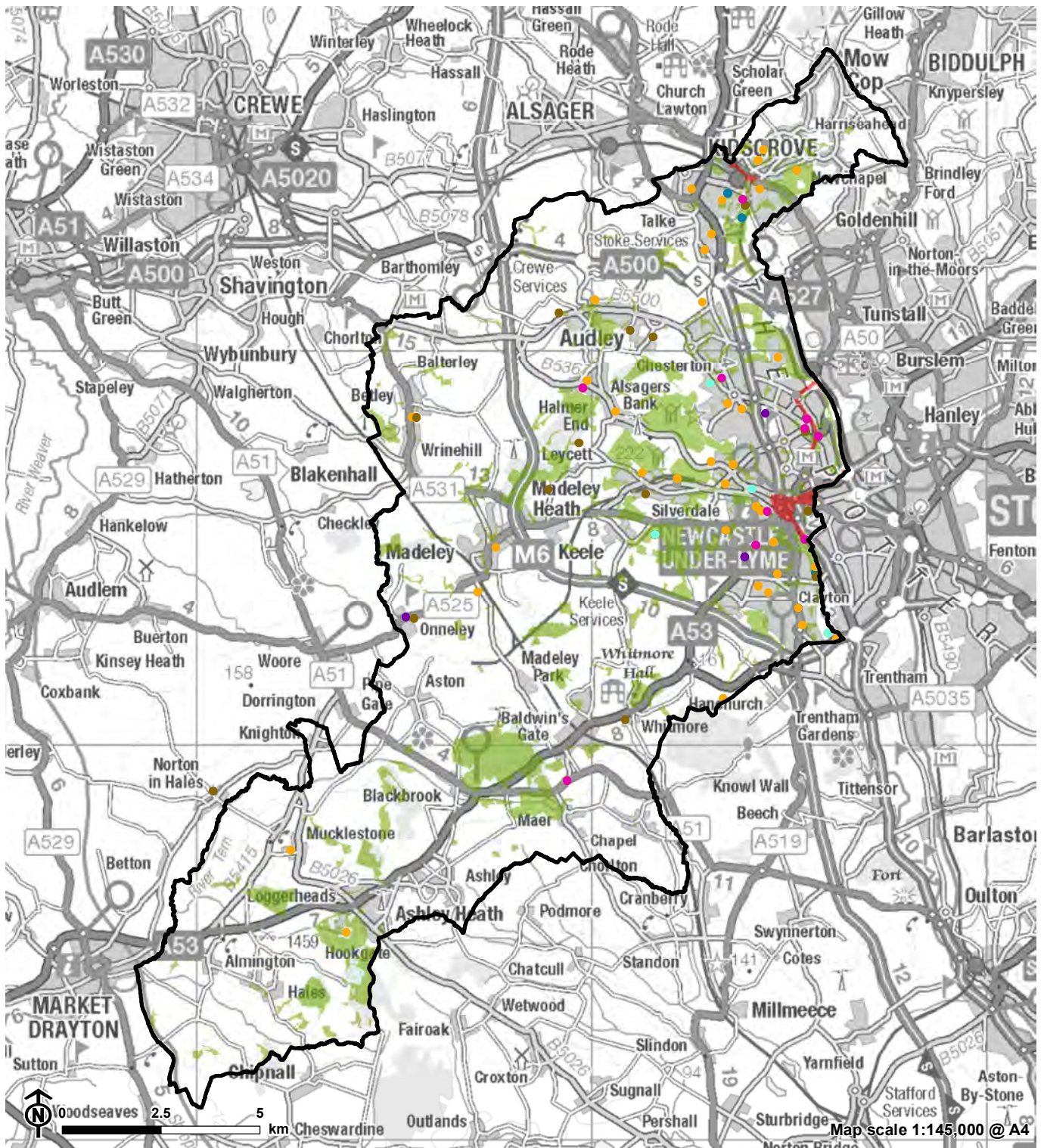
3.165 Green infrastructure (GI) refers to a network of multi-functional green spaces and other natural features, urban and rural, which can deliver a wide range of environmental, economic, health and wellbeing benefits for nature, climate, local and wider communities and prosperity [\[See reference 72\]](#). 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.

3.166 The NPPF (paragraph 96) 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.

3.167 The NPPF (paragraph 185) 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) [\[See reference 73\]](#) goes further and sets out a requirement for at least 10% Biodiversity Net Gain (BNG) for all new development.

3.168 The Newcastle-under-Lyme Open Space and Green Infrastructure Strategy [\[See reference 74\]](#), 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.












3.169 Green infrastructure assets within the Borough are set out in **Figure 3.7** below.



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CB:HW EB:Horton_K LUC Fig_3-7_12741_GreenInfrastructure_A4P 17/03/2024
Source: OS, NULBC

3.7 Baseline Infrastructure - Green Infrastructure, Open Space and Sports

- | | |
|---------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------|
|  Newcastle-under-Lyme Borough Boundary |  Football pitch |
|  Air Quality Management Area |  Golf course |
|  Open Space |  Hockey AGP pitch |
|  3G AGP pitch |  Rugby Union pitch |
|  Bowling green |  Tennis court |
|  Cricket pitch | |

3.170 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.

3.171 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 (with 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).

3.172 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 passes 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.

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

Green Infrastructure deficiencies

3.174 A Research Report by the Midlands Parks Forum [\[See reference 75\]](#) 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 within deprived areas

there have been great efforts to drive up standards, support a post-Covid recovery and secure external investment.

3.175 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 amount 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 to 2019 highlighted that Newcastle-under-Lyme Borough Council has a capital budget to invest in parks and that the trend in the condition of public parks is 'stable'.

3.176 Further information taken from the previous Newcastle-under-Lyme Open Space and Green Infrastructure Strategy suggests the overview of open space provision in Newcastle can, however, be deceptive given that large swathes of it are private open space. This includes the notable greenspace estate of Keele University and a number of golf courses.

3.177 The PRoW network in the rural south and west of Newcastle-under-Lyme is sparser than other parts of the borough. In these areas key routes have more strategic importance. A relatively complex but intact PRoW pattern exists around Ashley Heath in the south-west of the borough. However, this is something of an exception in an otherwise relatively sparsely networked part of the borough. Notable gaps in the local access network exist around Hales.

3.178 Many of the above local routes can provide opportunities for commuting as well as recreation, however, they are likely to require enhancement to make them more pleasant and to support their use as provisions that benefit health and wellbeing in the borough. While there are gaps in provision, particularly towards the south and west, it is also notable that a strategic greenspace access link covers much of the route between Keele University and Newcastle to the south west of the town.

Sports facilities

3.179 An assessment of all formal sport and leisure facilities across the Newcastle-under-Lyme was published in September 2020 [\[See reference 76\]](#). The assessment sets out the supply of and demand for playing pitches and other outdoor sport facilities in accordance with Sport England's Playing Pitch Strategy Guidance.

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

Playing pitches

3.181 Conversion to 3G surfaces of playing pitches in Newcastle-under-Lyme 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 players need to travel further to access pitches, often being displaced to a neighbouring authority. The Playing Pitch Strategy (2020) [\[See reference 77\]](#) 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.

3.182 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.

3.183 There are 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.

3.184 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.

3.185 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

3.186 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

3.187 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 and blue 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

3.188 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.

3.189 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 to fund projects.

3.190 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.

Newcastle-under-Lyme infrastructure planning approach

3.191 The Newcastle-under-Lyme Open Space Strategy and GI Strategy [\[See reference 78\]](#) sets out the required standards for the provision of children's play spaces and other typologies of open space to support new residential development.

3.192 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 3.4: Open Space requirements by population

Type of provision	Quantitative standard (hectares per 1,000 population)
Allotments	0.12
Amenity greenspace	0.98
Cemeteries and churchyards	Not provided
Green corridors	Not provided
Natural and semi-natural green space	1.80
Parks and gardens	0.80
Provision for children and teenagers (Neighbourhood Equipped Area for Play (NEAP), Local Equipped Area for Play (LEAP) and Local Area for Play (LAP))	0.349

3.193 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 Local Plan sets 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 considerations

3.194 There is no single organisation with a statutory duty for open spaces to be provided or maintained. As such it can be challenging to leverage funding for these spaces.

3.195 To reverse ecological declines, it will be vital for more green infrastructure to be provided within new developments. The requirements for biodiversity net gain which are already required by the NPPF and have risen to 10% with the coming into force of the Environment Act are also likely to result in increased provision of more green infrastructure than would otherwise have been the case. However, it will also be important for more green space to be provided in accordance with the Lawton Principles of bigger, better and more joined up [\[See reference 79\]](#).

Green and blue infrastructure and open space

3.196 GI 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.

3.197 The following opportunities for supporting GI provision in the borough have been identified in the council's Open Space and GI Strategy (2022) [\[See reference 80\]](#):

1. Access to green recreation and active travel

- Including strategic connection across the A50; scope to address local gaps in PRow provision (e.g. near Birchenwood Country Park and Hales); and potential to explore user group development and activation/audience development programmes for key urban parks (e.g. Bathpool and Clough Hall Parks).

2. Landscape setting, experience and land quality

- Including improved ancient woodland connectivity and enhanced connective planting to link sites; enhancement of the A500 corridor such as at peri-urban sites including restored landfill sites; landscape restoration and enhancement Lyme Brook; and enhanced presentation

and interpretation of a number of the Regionally Important Geological Site (RIGS).

3. Historic character, setting and legacy

- Including promotion of the urban GI network such as in relation to the post-industrial landscape and quarrying/minerals legacy including at the 'paradise for the potteries' at Clough Hall Park.

4. Biodiversity and nature conservation

- This is considered in relation to:
 - terrestrial ecology - using landscape management to enhance connectivity and assist in reversing fragmentation; and using ecology and land management and other mechanisms such as regenerative agriculture to contribute to creation of rural nature recovery networks.
 - aquatic ecology - making use of opportunities for localised wilding in marginal areas of the Trent and Mersey Canal; and naturalisation and restoration of sections of the Valley Brook and River Tern. In addition, creation of buffer zones to capture agricultural run-off (River Lea) and explore partnerships and joint working with the Trent Rivers Trust and other related stakeholders as part of a catchment scale/whole valley approach is also identified as an opportunity.

5. Ecosystems health and functionality

- This is considered in relation to:
 - Air quality to determine the scope for tree planting and 'urban forestry' initiatives to trunk road and principal road corridors and associated swathes of greenspace.
 - Climate adaptation, water storage and flood risk management in relation to the Meece Brook valley and Lea Valley; naturalisation and restoration of parts of the Lyme Brook, as part of a 'space for

water' and resilient; multi-functional design approach and exploration of integrated natural flood management partnership proposals for relevant parts of the Fowlea Brook and the Trent and Mersey Canal.

6. Healthy and cohesive communities – infrastructure related opportunities

- Including in relation to exploring and targeting opportunities for greenspace enhancements in parks in the areas of deprivation; and enhancement of access links and legibility to address access deficits and severances with potential to link to provision of off-road and cycling routes.

Sports facilities

3.198 Delivery of the strategic residential sites is likely to create significant demand for new sports facilities. A strategic approach is required to meet 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 is less preferable as there is limited capacity to address the scale of growth through the enhancement of existing facilities.

3.199 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.

Open space

3.200 Open space will be required to be delivered to meet the growth through allocations in accordance with council's policies, in terms of typology, quantity and standard (as set out earlier in this section). These should be delivered in accordance with the council's guidance on planning obligations and the most up to date standards. The requirements for different typologies of open space from

the proposed allocations set out by sub-area in the plan area are provided in the infrastructure schedule in Appendix A.

3.201 The infrastructure schedule also provides an indicative cost of open space provision by typology as set out below. The indicative costs set out are based on assumptions relating to different area coverage of habitat / vegetation types / features for different types of open spaces per hectare. Costs have been assigned using recognised industry costing sources (i.e. Spons Price Book [\[See reference 81\]](#)).

Table 3.5: Indicative cost of open space delivery

Type of provision	Indicative cost per hectare
Allotments	£120,000
Amenity greenspace	£160,000
Natural and semi-natural green space	£170,000
Parks and gardens	£240,000
Provision for children and teenagers (Neighbourhood Equipped Area for Play (NEAP), Local Equipped Area for Play (LEAP) and Local Area for Play (LAP))	NEAP: £500,000 (assume total project cost) LEAP: £225,000 (assume total project cost) LAP: £150,000 (assume total project cost)

3.202 Note that the cost for NEAPs, LEAPs and LAPs has not been included in the schedule. Indicative costs for these type of provisions are generally provided by individual project. While recommended minimum sizes and benchmark provision guidelines are available (for example from Fields in Trust [\[See reference 82\]](#)) these have not been provided in the Newcastle-under-Lyme Open Space Strategy and Strategy. Furthermore, it is unclear what combination of LEAPs, NEAPs and LAPs would be required for each of the borough's sub-areas which would have implications for the expected cost of delivery.

3.203 A summary of the required total area of different typologies of open space by sub-area is set out below.

Table 3.6: Required open space provision for different typologies by sub-areas

Sub-area	Open space requirements
Kidsgrove Urban Centre	<ul style="list-style-type: none"> ■ Provision for children and teenagers (NEAP, LEAP and LAP) - 0.53ha ■ Parks and gardens - 1.22ha ■ Natural and semi-natural green space - 1.40ha ■ Amenity greenspace - 1.49ha ■ Allotments - 0.18ha
Newcastle Urban Area	<ul style="list-style-type: none"> ■ Provision for children and teenagers (NEAP, LEAP and LAP) - 2.54ha ■ Parks and gardens - 5.83ha ■ Natural and semi-natural green space - 11.34ha ■ Amenity greenspace - 7.15ha ■ Allotments - 0.87ha
Rural Central	<ul style="list-style-type: none"> ■ Provision for children and teenagers (NEAP, LEAP and LAP) - 0.31ha ■ Parks and gardens - 0.70ha ■ Natural and semi-natural green space - 1.57ha ■ Amenity greenspace - 0.85ha ■ Allotments - 0.11ha
Keele University Corridor	<ul style="list-style-type: none"> ■ Provision for children and teenagers (NEAP, LEAP and LAP) - 0.40ha ■ Parks and gardens - 0.92ha ■ Natural and semi-natural green space - 0.95ha ■ Amenity greenspace - 1.13ha

Sub-area	Open space requirements
	<ul style="list-style-type: none"> ■ Allotments - 0.14ha
Rural South	<ul style="list-style-type: none"> ■ Provision for children and teenagers (NEAP, LEAP and LAP) - 0.29ha ■ Parks and gardens - 0.66ha ■ Natural and semi-natural green space - 0.61ha ■ Amenity greenspace - 0.80ha ■ Allotments - 0.10ha

Playing pitches

3.204 The delivery of residential sites is likely to create demand for new or expanded sports facilities including playing pitches. A strategic approach is needed to meeting needs.

3.205 The need for playing pitches and the indicative costs of project delivery have been calculated using the Sports Facility Calculator [\[See reference 83\]](#) which considers the demands for facilities in the latest Playing Pitch Strategy. Current requirements and indicative project costs are set out by sub-area of the Borough in the infrastructure schedule in Appendix A.

3.206 The identified requirement for playing pitch provision requirement by sub-area is as follows:

- Newcastle Strategic Centre - between 10 and 11 playing pitches.
- Kidsgrove Urban Centre - between 2 and 3 playing pitches.
- Rural Central - between 1 and 2 playing pitches.
- Keele University Corridor - between 1 and 2 playing pitches.
- Rural South - between 1 and 2 playing pitches.

3.207 However, it is possible that different solutions may come forward based on the evidence available as planning applications are submitted. In particular, artificially surfaced multi-use games areas can be used more intensively than traditional grass pitches and can therefore reduce the grass pitch requirement.

Utilities

Current context

Water supply

3.208 There are currently two water supply companies serving Staffordshire and 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 [\[See reference 84\]](#), [\[See reference 85\]](#).

3.209 Consultation on South Staffordshire Water's Revised Draft Water Resources Management Plan 2024, took place from November 2022 to February 2023 [\[See reference 86\]](#). The updated plan will cover the period 2025 to 2050. Severn Trent Water also consulted upon their new Draft Water Resources Management Plan 2024 from November 2022 to February 2023 [\[See reference 87\]](#). The updated plan will cover the period 2025 to 2050 but will also look ahead up to 2085.

3.210 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 supplied by

Severn Trent Water is divided into fifteen water resource zones (WRZ's) which vary greatly in size. The Local Plan area is mostly covered by the North Stafford Water Resource Zone, with United Utilities only responsible for water supply to a small part of the borough.

3.211 Future challenges to water supply according to the draft Severn Trent WRMP 2024 include:

- Climate change – although some uncertainty about the long-term impact remains, our models forecast longer, drier summers and more extreme rainfall events in winter. Systems should be made resilient to a 1 in 500 year drought by 2040.
- Population – population and property growth is driving demand upwards.
- Leakage – currently around 23% of the water put into supply is lost through leakage.
- Value for customers - any change that needs investment could mean higher bills for customers.
- Water stress – region is now classified as an area of serious water stress.
- Impacts of Covid-19 - customer demand for water increased during the Covid-19 pandemic and is still higher than prepandemic levels.

3.212 Severn Trent Water proposes the following measures to help address and prevent deficits in water provision:

- Demand:
 - Roll out universal metering saving 52 million litres by 2035.
 - Reduce leakage by 50% saving 135 million litres by 2045.
 - Deliver the Severn Trent Efficiency Plan saving 37 million litres by 2050.
- Supply:
 - Deliver a range of schemes to ensure water supplies can cope with a 1/500yr drought by 2039, whilst keeping pace with climate change and the requirements set out by the Environment Agency by 2050. This

includes the increase of capacity for reservoirs and treatment plants, new reservoirs and treatment plants, transfers to areas of need and changes to import / export arrangements.

Water treatment

3.213 Severn Trent Water and United Utilities are responsible for waste water (water treatment) within the Staffordshire and Stoke-on-Trent area. United Utilities are responsible for waste water within the north of the borough and those waste water treatment works (WwTW) that serve this area:

- Lawton Gate (outside of the borough);
- Kidsgrove;
- Audley;
- Betley; and
- Madeley.

3.214 Severn Trent Water have responsibility for waste water within the south of the borough and the WwTWs that serve this area:

- Woore;
- Norton in Hales;
- Loggerheads Village;
- Loggerheads Sanatorium;
- Ashley;
- Baldwins Gate; and
- Strongford (outside of the borough).

3.215 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.

3.216 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 March 2023 [\[See reference 88\]](#). 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 the 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.

3.217 The latest United Utilities Drainage and Wastewater Management Plan was published in May 2023 [\[See reference 89\]](#) and includes the following objectives:

- For the plan period 2025-2050 achieve:

- Full achievement of the government's Storm Overflows Discharge Reduction Plan targets and trajectory;
- 62% reduction in internal flooding;
- 28% reduction in external flooding;
- 57% reduction in pollution incidents; and
- 36% reduction in sewer collapses.

3.218 The Environment Agency has overall responsibility for setting limits monitoring and regulating discharges to watercourses from water recycling centres (WRCs).

3.219 The Environment Act (2021) placed a legal duty on water companies to progressively reduce the adverse impacts of discharges from storm overflows. The storm overflow reduction plan (Department for Environment, Food and Rural Affairs, 2023) sets the following targets:

- By 2035, water companies will have: improved all overflows discharging into or near every designated bathing water; and improved 75% of overflows discharging to high priority sites;
- By 2050, no storm overflows will be permitted to operate outside of unusually heavy rainfall or to cause any adverse ecological harm.

Electricity

3.220 Electricity is distributed nationally by National Grid through high voltage transmission lines and infrastructure (at 275 and 400 kilovolts [kV]). In Staffordshire and 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 and 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 Kids Grove, 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

3.221 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 and Stoke-on-Trent is Cadent Gas.

3.222 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.

3.223 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 3.8** 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.

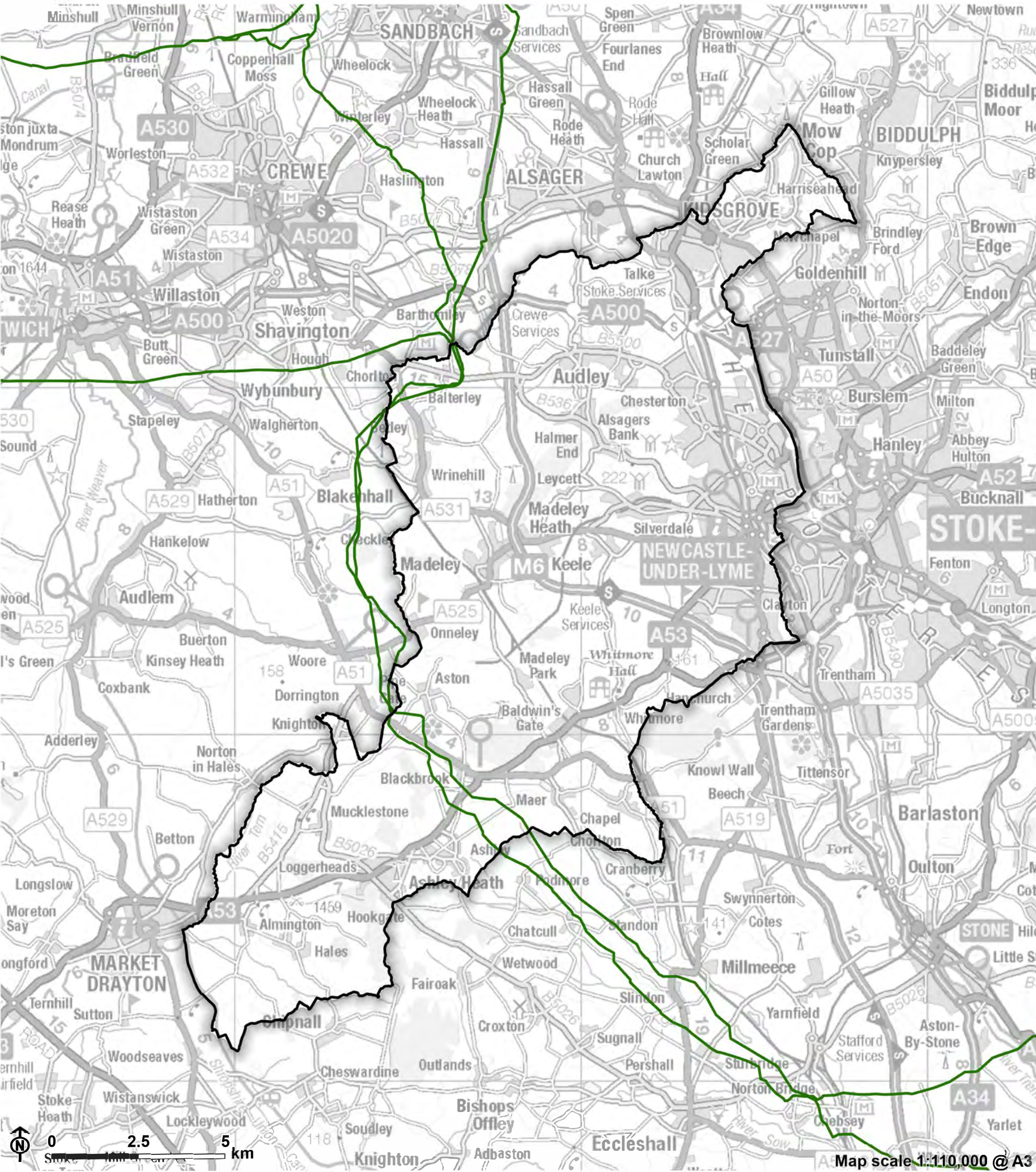


Figure 3.8: Main Gas Pipes

- ▬ Newcastle-under-Lyme Borough Boundary
- Gas pipe

Renewable energy

3.224 Distribution and supply of electricity in Staffordshire and Stoke-on-Trent is managed by UK National Grid. Renewable energy development will depend largely on the policies and strategies of the districts, boroughs, city and county council and future national energy policy.

3.225 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 and 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

3.226 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.

3.227 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.

3.228 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.

3.229 The £32m Superfast Staffordshire Programme is a partnership between Staffordshire County Council, BDUK, BT and Openreach. As of October 2021, approximately 83,400 premises in Staffordshire have gained access to superfast broadband (>24Mbps) services as a result. Coverage of services has increased from 65.0% (in 2013) to 96.9% (in 2021) providing access to superfast broadband to approximately 400,000 premises across the county.

3.230 Gigabit speed broadband (1,000Mbps) rollout is now taking place across the UK and has been allocated £5 billion in investment by central government. It aims to ensure 85% of UK properties can connect to gigabit capable speeds (1,000mbps) by 2025. Within Newcastle-under-Lyme, Gigafast Staffordshire are responsible for facilitating this rollout alongside broadband providers. As of 2023, three-quarters of county residents and businesses in Staffordshire have access to these gigabit services [\[See reference 90\]](#).

3.231 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 (≥1,000Mbps) 69.62%
- Full fibre (≥ 1,000Mbps) 14.21%

Delivery organisations

Water supply and waste water treatment

- Severn Trent Water
- United Utilities

Electricity and gas

- National Grid

Broadband and Telecoms

- Openreach
- Virgin Media
- Gigafast Staffordshire
- Other providers

Funding and Newcastle-under-Lyme infrastructure planning approach

Water supply and waste water treatment

3.232 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 [\[See reference 91\]](#), [\[See reference 92\]](#).

Electricity and gas

3.233 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 [\[See reference 93\]](#).

Broadband and telecoms

3.234 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.

3.235 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 considerations

Water supply and waste water treatment

Water supply

3.236 New development and an increased trend for home working in the borough will increase demand for water and may result in per capita water consumption in the borough. Water efficiency measures in new developments are therefore increasingly important.

3.237 Severn Trent's draft WRMP also sets out that the preferred approach to water supply is based around commitments to halve leakage by 2045 and to roll out a universal household metering programme by 2035, accompanied by enhanced water efficiency activities that will help customers reduce their consumption. The preferred plan also includes the no/low regret new water supply options that are considered necessary over the next five to ten years to accommodate the vast majority of future potential long-term supply/demand scenarios. Severn Trent Water is confident that there is a need to progress with these schemes through 2025-2030 ready to meet the challenges posed

by abstraction licence capping in the 2030s. There are also some large and challenging supply options that are likely to be required by the 2050s to meet the challenges presented by the EA's environmental destination scenarios as well as the impacts of climate change. The feasible options set out in the draft WRMP generally feature increased use of existing reservoirs and river water treatment works along with new infrastructure to distribute that water to areas of need.

3.238 Engagement with Severn Trent Water did not identify that the growth proposed in the Final Draft Local Plan would give rise to any challenges relating to water supply. Engagement with United Utilities identified that they would not be responsible for water supply to the site allocations set out in the Final draft Local Plan.

Waste water treatment

3.239 Engagement with United Utilities and Severn Trent Water did not identify that the growth proposed in the Final Draft Local Plan would give rise to any challenges in relation to WwTWs. Providers will continue to monitor any impact of development on assets closely and consider any investment response that may be necessary.

3.240 Key determinants of the impact on the waste water network include:

- The approach to surface water and whether this will discharge to the public sewer. Utilities providers are keen to avoid a connection of surface water to the public combined sewer.
- The point or point or points of connection for a site to the public sewer network including whether a proposal will be pumped.
- Some sites can result in betterment to the sewer network. For example, brownfield sites where there is a proven surface water connection to the public sewer that is reduced or removed as result of development occurring.

3.241 Engagement with Severn Trent Water determined the potential need for connections to the public sewer network at the following sites as grouped by the sub-areas in the borough.

Strategic centre – Newcastle urban area

- CH3: Land at Hoon Avenue;
- CT1: Land at Red Street and High Carr Farm, Chesterton;
- KS3: Land at Blackbank Road, Knutton;
- KS17: Knutton Recreation Centre;
- SP11: Lyme Park, Silverdale;
- TB19: Land south of Newcastle Golf Club, Thistleberry;
- TB23: Land West of Galingale View;
- TC7: Land bound by Ryecroft, Ryebank , Merrial Street, Corporation Street and Liverpool Road, Newcastle; and
- TC22: Marsh Parade, Newcastle (former Zanzibar night club).

3.242 Furthermore, engagement with United Utilities determined that connections to the public sewer network would be required at the following sites as grouped by the sub-areas in the borough

Urban centre – Kidsgrove

- BL32: Land at Congleton Road, Butt Lane.

Rural central

- MD29: Land North of Bar Hill, Madeley.

Electricity

3.243 Key issues potentially affecting electricity infrastructure across the country and borough include pressures arising from the presence of more and smaller generating stations, such as solar farms and even micro-generation on homes and other premises. Furthermore, the anticipated move away from gas as an energy source, is likely to result in increased demands on the electricity network. The implications of increased home working are also likely to result in more resources being utilised than previously.

3.244 Increased use of electric vehicles will obviously result in greater demand for electricity. Smart charging will therefore be vital to ensure that peaks in demand are reduced and managed, but it is still anticipated that the overall demand for electricity will increase to some degree [\[See reference 94\]](#).

3.245 Engagement has been undertaken with National Grid regarding the proposed site allocations included in the Final draft Local Plan. This engagement indicates that the site allocations are unlikely to have a significant direct effect upon the electricity transmission system. Generally, improvements to the system to provide supplies to the local distribution network are as a result of overall regional demand growth rather than site specific developments.

Gas

3.246 Gas use is expected to decline in Newcastle-Under Lyme, as with the rest of the UK as consumers transition to more sustainable forms of energy. The UK government considers that hydrogen may be a replacement for gas and has set out its hydrogen strategy. The key implications of this for Newcastle Under Lyme are to ensure that 'hydrogen ready' technology is used where new or replacement equipment such as boilers are installed, potentially by 2026. In future the current gas transmission network may be used for hydrogen, but changes are likely to be required before this can occur. The timescales for this are unclear.

Broadband and Telecoms

3.247 Gigabit telecoms are essential in helping to address the key issues of climate change by offering people the opportunity to access services and employment from home, and to make sure that businesses in Newcastle-under-Lyme can reach a wide clientele and engage in global collaboration.

3.248 The rural nature of parts of Newcastle-Under-Lyme, means there is potential for difficulties in delivering gigabit internet to some properties. However, projects such as Superfast Staffordshire will support improved access to gigabit roll-out in the borough.

3.249 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

3.250 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.

3.251 A Joint Municipal Waste Management Strategy for Staffordshire and Stoke-on-Trent was developed and adopted in 2007 [\[See reference 95\]](#), with a refresh of this document being produced in 2013 [\[See reference 96\]](#). 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.

3.252 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.

3.253 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 at Leycett Lane.

3.254 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.

3.255 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 [\[See reference 97\]](#).

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

3.256 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

3.257 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) [\[See reference 98\]](#) in 2018 concluded that there was no need to revise the Waste Local Plan [\[See reference 99\]](#) 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 Section 106 obligations will be used for site-specific mitigation.

Key infrastructure planning considerations

3.258 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.

3.259 Staffordshire County Council have identified capacity issues at the HWRC at Leycett Lane in Newcastle-under-Lyme. The level of growth set out in the Local Plan will require an increase in HWRC capacity, with developer contributions sought from housing development to fund the required additional capacity.

Flooding and drainage

Current context

3.260 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.

3.261 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.

3.262 The 2024 Strategic Flood Risk Assessment (SFRA) [\[See reference 100\]](#) sets out that primary fluvial flood risk in the borough is from rivers running through developed areas such as Lyme Brook, and its tributaries including Silverdale Brook, which run through the town centre of Newcastle-under-Lyme, and the River Lea, where it runs through Madeley. The assessment notes that within the Kidsgrove and Talke sub-area, the largest area affected by surface water flooding is Kidsgrove. In this area the water is channelled through the area along local roads, the railway line, and the canals. The Newcastle-under-Lyme sub-area also contains extensive areas of surface water risk. In this sub-area surface water flow paths follow the topography of the land, with three significant flow paths flowing in a south-easterly direction through the centre of the study area through the main urban area, channelled along the route of Lyme Brook and its tributaries. There are also noted to be with two significant flow

paths flowing in a westerly direction in the Keele and Madley sub-area, through the centre of the sub-area through the urban areas of Madeley and Madeley Heath, channelled along the routes of the River Lea, Hazeley Brook, and Checkley Brook. The sub-area Loggerheads and Ashley Heath contains three significant flow paths for surface water flowing in a westerly direction, channelled along the flow routes of an unnamed watercourse, Coal Brook, and the River Tern.

3.263 The Local Flood Risk Management Strategy [\[See reference 101\]](#) sets out Staffordshire County Council aims and actions to reduce the impact of local flooding to local communities which include:

- Increase understanding of flood risk and be prepared for flood events.
- Ensure flood risk and new development is managed in a sustainable manner.
- Secure funding for flood alleviation schemes.
- Ensure communities are more aware, informed, and resilient to flooding.
- Promote effective management of drainage and flood defence assets.

3.264 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.

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

- Trent SUNRISE project – A programme of works between 2019 to 2021, which aimed to restore, buffer, link and recreate habitats at 16 areas across Stoke-on-Trent and the urban area of Newcastle, with a special focus on improving riverside areas and grassland restoration. This included a range of interventions to improve watercourses, such as SuDS retrofitting, barrier removal, restoration, re-routing channels and pond creation. As a result of the project, over 22km of stream and river corridors in the Trent river system were enhanced [\[See reference 102\]](#).

- River Trent Headwaters Project – As part of the Staffordshire Trent Valley Catchment Partnership, the Headwaters project, which began in 2020, aimed to identify locations where the rivers and brooks that form the Trent could be improved to create habitats for wildlife and beautiful places for people.
- River Trent restoration at Staffordshire University campus - The project saw a 400m section of the River Trent, which previously flowed through an artificially-engineered straight channel in the nature reserve area of the campus of Staffordshire University, re-naturalised to follow a more natural path through the construction of new, gently meandering route [\[See reference 103\]](#).
- Transforming the Trent Valley (TTTV) initiative - In 2024, Staffordshire Wildlife Trust received a grant of £250,000 from the National Lottery Heritage Fund. The funds will be used to concentrate on the headwaters of the Trent, enhancing the efforts of the TTTV initiative. The initiative is to involve communities along the River Trent with their local natural environments [\[See reference 104\]](#).

Delivery organisations

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

Funding

3.266 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.

Newcastle-under-Lyme Infrastructure Planning Approach

3.267 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 considerations

3.268 On site design of the proposed site allocations included in the Final Draft Local Plan will be required to incorporate sustainable drainage in accordance with national and local policies.

3.269 Furthermore, engagement with United Utilities identified that there is a modelled risk of flooding from the public sewer with infrastructure likely required to address this risk at the following sites as grouped by the borough' sub-areas.

Urban centre – Kidsgrove

- BL18: Clough Hall Playing Fields, Talke; and
- NC13: Land West of Bullockhouse Road, Harriseahead.

Rural Central

- AB12 (Land East of Diglake Street, Bignall End); and
- AB33 (Land off Nantwich Road / Park Lane, Audley).

Community

3.270 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

Community centres and youth services

3.271 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.

3.272 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.

3.273 Further to this, there are a number of spaces in the Borough that provide a range of activities and support for youth and communities [\[See reference 105\]](#).

3.274 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:

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

3.275 In addition to more specialist spaces dedicated to supporting activities for young people, the borough also benefits from a number of community centres that allow local communities to access local groups and organisations. Many of these centres can also be rented out by organisations or individuals. In all there are 12 community centres located in the borough operated by local community groups [\[See reference 106\]](#):

- Audley Community Centre;
- Bradwell Lodge Community Centre;
- Butt Lane Community Centre;
- Chesterton Community Centre;

- Clayton Community Centre;
- Harriet Higgins Community Centre;
- Marsh Hall Community Centre;
- Ramsey Road Community Centre;
- Silverdale Community Centre;
- Silverdale Social Centre;
- Whitfield Community Centre; and
- Wye Road Community Centre.

3.276 The Sport and Active Lifestyles Strategy 2016 – 2026 reported (in 2016) that the Borough, also contained 12 activity halls in education and community settings and 16 main halls primarily on education and council sites **[See reference 107]**.

Libraries

3.277 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.

3.278 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.

3.279 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.

3.280 Indications within the Staffordshire and 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.

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

- Audley Library - run by volunteers;
- Clayton 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).

3.282 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.

3.283 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.

Cemeteries

3.284 There are 54.81 ha of cemetery and churchyard space in Newcastle-under-Lyme Borough, which is equivalent to 0.42 ha per 1,000 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 [\[See reference 108\]](#).

3.285 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 [\[See reference 109\]](#).

Delivery organisations

Community buildings including youth services

- 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
 - Parish and town councils
 - Local community groups.

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
 - Developers

Funding

Community buildings including youth services

3.286 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

3.287 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

3.288 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

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

Key infrastructure planning considerations

3.290 The capacity of community facilities including libraries, community centres and cemeteries will be impacted upon as new housing is delivered in Newcastle-under-Lyme. The Covid-19 pandemic and resulting lockdowns and social distancing requirements significantly affected the use of and income for cultural facilities across the UK. The key issue for future years is likely to involve encouraging people back to use such facilities and to seek revenue support to ensure that the services and programmes to meet community needs can be provided. Culture, creativity and the arts can contribute to the Covid economic recovery and to the rural and visitor economy. Furthermore, there may be opportunities for new users as more people may be in their local areas, due to increased working from home compared to the case pre-pandemic.

3.291 In relation to community halls, given that the borough contains a total of 42 of these facilities (including those for youth services and activity halls) the local provision is equivalent to halls in Newcastle-under-Lyme are equivalent to 1 hall per approximately 2,900 persons. Guidance from Sport England in relation to Community / Village hall design [\[See reference 110\]](#) sets out the minimum size of a facility is approximately 15x20m (300 square metres) (interpreted from the drawings on page 5). This can be used to calculate a provision requirement of at least 0.1 sqm per person. Information from cost modelling sets out an approximate construction cost of £2,270 - £2,390 per square metre. Using the middle of this range (£2,330 per sqm) a contribution per person of £233 can be derived. Assuming an occupancy rate of 2.4 persons per dwelling, this equates to £559.20 per dwelling.

3.292 Based on this methodology, and assuming that a 300 square metre facility is the smallest that can be delivered and remain viable, development in the Newcastle Urban Area would be able to deliver a new community centre. For the development within the other sub-areas (Kidsgrove Urban Centre, Rural Central, Keele University Corridor and Rural South) contributions towards expanding community facilities should be provided. Community facility needs are set out in the infrastructure schedule in Appendix C.

3.293 For youth services, these can be delivered within community spaces. Therefore, it is possible, subject to service review at the time that development comes forward, that youth provision could utilise new community buildings which are provided (see above paragraph).

Emergency services

Current context

Police

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

3.295 When considering future developments, it is imperative to achieve sustainable reductions in crime, to help people live and work in a safer society. Designing out Crime Officers, (DOCO's) specialise in the application of designing out crime and provide expert advice on crime prevention through environmental design, (CPTED principles) to a wide range of design and build professionals. Their role is fundamental in the development of safe and secure

communities. The DOCO role is underpinned by National Planning Policy and Home Office agendas. DOCO's recommend developers to consider the foreseeability of crime and maximise on the opportunity to design such issues out, as to prevent the need for bespoke situational crime prevention measures in the future.

Fire and Rescue

3.296 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 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

3.297 West Midlands Service NHS Foundation Trust (WMASFT) operates ambulance services within Newcastle-under-Lyme borough. The last inspection of the service in 2024 found that it is performing to a 'good' level overall **[See reference 111]**. From 2019 up to this point, WMASFT was found to be performing to an 'outstanding' level overall.

3.298 There are currently four ambulance stations within Staffordshire (Cartello Ambulance, Cheshire Ambulance, West Midlands Ambulance Hub Stafford Hub and West Midlands Ambulance Service Stoke Hub). Of these only Cheshire Ambulance lie within Newcastle-under-Lyme borough.

Delivery organisations

- Staffordshire Police
- Staffordshire Fire and Rescue Service (SFRS)

- West Midlands Service NHS Foundation Trust (WMASFT)

Funding

3.299 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.

Newcastle-under-Lyme infrastructure planning approach

3.300 Funding for emergency services come from government budgets and council tax. The Newcastle-under-Lyme Borough Council Developer Contributions SPD sets out [\[See reference 112\]](#) 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. Ambulances are funded by the NHS and developer contributions are not typically collected for them in Newcastle-under-Lyme.

Key infrastructure planning considerations

3.301 Engagement with the Staffordshire Police, Fire and Crime Commissioner indicates that the proposed allocations in the Local Plan projects would not have implications for any police and fire premises. There would be no additional infrastructure requirements in terms of additional police or fire premises.

3.302 However, recommended reforms have been formally submitted by the Association of Police and Crime Commissioners, the National Police Chiefs Council, the National Fire Chiefs Council and the Association of Ambulance

Chief Executives to the Ministry of Housing, Communities and Local Government and the Home Office. This includes broadening the definition of 'infrastructure' so that it is not narrowly confined to new buildings, but encompasses identifiable non-capital items, such as uniform and protective equipment, patrol vehicles, recruitment and training costs and IT equipment.

3.303 New development may require developer contributions for fleet and staff set up costs and kit (such as EV charging points for vehicles), as well as upgrades to existing radio and emergency centre call capacity and siting of Automatic Number Plate Recognition cameras. Infrastructure requirement specific to fire and rescue provision may include highway design to ensure appropriate access for rescue vehicles, plus the inclusion of hydrants within new developments.

3.304 Developer contributions relating to these types of provisions may be collected if there is a demonstrable requirement.

Chapter 4

Infrastructure funding

4.1 Funding is a critical element of infrastructure delivery and there are a variety of funding opportunities which are available, or likely to become available, to support infrastructure delivery. This chapter reviews potential funding mechanisms which may be used to deliver infrastructure.

Developer Contributions

The current regime

4.2 Infrastructure needed to support new development can be funded from a variety of sources. Typically, local planning authorities seek developer contributions, through the provisions of S106 of the Town and Country Planning Act 1990, and S278 of the Highways Act 1980 in order to provide for associated infrastructure (without which there would be planning objections). It is important to note that the pooling restriction previously applied to s106 agreements no longer applies, as amended by the Community Infrastructure Levy (Amendment) (England) (No. 2) Regulations 2019. A community infrastructure levy (CIL) can also be used to fund infrastructure more generally.

4.3 CIL is not currently charged in Newcastle-under-Lyme.

4.4 Importantly, changes to the current regime of developer contributions have the potential to come forward. These are explained below.

The emerging regime

4.5 4.5 The LURA (2023) [\[See reference 113\]](#) includes provisions for significant changes to infrastructure funding through the planning system.

4.6 The Act includes powers which would allow the government to abandon CIL (other than the mayoral CIL and in Wales). Applications which have consent will still be liable to pay CIL if they were approved under the CIL regime. These powers would also allow the government to significantly scale back the use of s106.

4.7 In place of these, a new IL is proposed which would 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.

4.8 S106 agreements are likely to be scaled back to deliver infrastructure integral to the operation and physical design of a site – such as an internal play area or flood risk mitigation.

4.9 The government's ambitions were that the new infrastructure levy will raise at least as much funding from development as would be achieved from the current developer contributions regime [\[See reference 114\]](#). The legislation also allows for a 'test and learn' approach whereby the infrastructure levy would be introduced in some areas first and feedback considered before wider rollout.

4.10 The proposals retain the neighbourhood share and administrative proportion which currently applies to CIL.

4.11 The legislation also includes powers to allow charging authorities to borrow against future receipts which may allow for early delivery of infrastructure where local authorities are pro-active in this regard.

4.12 IL would only come into effect on the introduction of secondary legislation setting out the detail of the Levy which is yet to be published. There is further uncertainty with regards to the potential implementation of the new IL given the results of the July 2024 general election and Labour's pledge to scrap the former government's plans for its introduction.

4.13 In addition to developer contributions, other funding sources are available, as set out below.

Alternatives to developer funding

4.14 There has traditionally been a range of alternative funding sources to developer contributions, particularly for strategic scale developments. Currently, however, many of the Central Government funding programmes have ended their current rounds. Whilst the expectation is that new funding will be made available – given the government priority to deliver housing and growth generally – the specific type and scale of funding is not yet in the public domain.

4.15 On the basis that many of the core programmes which have supported infrastructure growth in the recent past are likely to be continued, even if in an amended form, the opportunities are as follows.

General infrastructure funds

4.16 In the recent past the Central Government Housing Infrastructure Fund (HIF) has been used to fund major strategic infrastructure projects that are required to support the delivery of growth. In particular this has focused on funding infrastructure required to unlock sites at an early stage. As a result, it has most commonly been used to fund major transport projects, usually in their entirety.

4.17 Related to this – and a source of funding that is still currently open – is the Central Government Home Building Fund – Infrastructure Loans scheme. This is targeted at developers and landowners requiring loan finance to unlock strategic housing sites. This includes loans for on- and off-site transport infrastructure, education facilities, community facilities and ‘Section 106-required’ infrastructure (excluding affordable housing). Loans can be up to £250 million. Clearly this can only be accessed by a developer or landowner and these stakeholders are likely to engage with such opportunities when sites are at a more advanced stage, i.e. confirmed allocations with emerging plans/permissions.

4.18 Revenue funding has previously been available for commissioning and undertaking infrastructure studies to support growth. For example, Capacity Funding totalling £2.7m was secured to fund technical studies and ‘dedicated specialist support to plan ahead for the longer-term transport solutions’ of the Manydown Garden Community near Basingstoke.

Local government funding

4.19 Whilst it has been an option for local authorities to provide funding in the form of loans, this approach has been used very infrequently to fund strategic growth. Reductions in council budgets coupled with increases in competing priorities has meant that financing of such opportunities has been very challenging.

4.20 Some local authorities will also borrow money to pay for infrastructure in advance. Under the potential new IL regime, this approach may become more commonplace as IL receipts cannot be calculated or paid until development has been sold. This could lead to delays in infrastructure funding as receipts build up, which may result in the need for increased borrowing by local authorities to mitigate the potential delays.

Infrastructure bank

4.21 The UK Infrastructure Bank was set up in June 2021 [\[See reference 115\]](#). It is a UK government-owned bank, seeking to provide £22bn of infrastructure finance. The bank is wholly backed by HM Treasury. The bank is proposed to operate across a range of sectors, but will prioritise clean energy, transport, digital, water and waste.

4.22 In the year up to Summer 2024, the bank has started to scale up its activity. Up to this time it has closed seven deals worth £610 million. Investment supported by the bank is to support the Bank's objectives to drive regional and local economic growth or support tackling climate change. The bank will operate across a range of sectors and will prioritise clean energy, transport, digital, water and waste.

Sector Specific Funding

Highways

4.23 Staffordshire County Council allocates capital funding for the road network. In March 2024 it was announced that the County Council will invest an extra £50 million in maintaining and improving Staffordshire's highways over the next three years, alongside a total of £53 million being spent on a range of major projects, vital road improvements and general road maintenance in 2024/2025.

Cycling and walking

4.24 The Department for Transport (DfT) has an Active Travel funding programme. This is a capital grant programme which focuses in particular on cycling and walking. Funds awarded to Staffordshire County Council would typically be used to prepare Local Cycling and Walking Infrastructure Plans

(LCWIPs) which would then lead into the provision of physical improvements to walking and cycling infrastructure.

Bus Infrastructure

4.25 Investment is made by the bus companies on a case-by-case basis. This will be based on a threshold being reached for new services to be commercially viable.

4.26 The Department for Transport (DfT) provides Bus Service Operators Grant (BSOG), which is a discretionary grant to both community transport operators and commercial operators to help them recover some of their fuel costs. The grant also aims to help operators keep fares down and to enable organisations to run services that might otherwise be unviable and be cancelled.

4.27 The DfT also provides Bus Service Operators Grant Plus (BSOG+). This is a discretionary grant for commercial bus services. The grant aims to support the reform and consolidation of bus funding and develop long-term sustainability in bus funding for the sector [\[See reference 116\]](#).

Health

4.28 There is currently no NHS England Capital Funding available for improving or increasing capacity for primary care premises. Alternative funding sources have previously been available but would depend on the specific nature of the infrastructure required.

Green and blue infrastructure, open space sport and community

4.29 There is potential to link to other programmes and schemes to help fund green infrastructure such as the Local Lead Flood Authorities Capital Funds Program to deliver nature-based SuDs solutions. Furthermore, the government is investing a record £5.2 billion between 2021 and 2027 in flood and coastal erosion projects to better protect communities across England. Flood infrastructure is also eligible for capital funding from the government's Levelling Up Fund, Shared Prosperity Fund and Rural England Prosperity Fund, where that infrastructure meets the wider objectives of the Fund.

4.30 Funding may be available from lottery/Heritage funding for tree planting. There is also scope to work with community groups to access community grants and funding.

4.31 Funding toward the provision of football pitches can be secured through the Football Foundation. These are unlikely to be 100% grants and applications would need to ensure that they met the Foundation's criteria relating to inclusion and community benefits.

4.32 Lottery funding can be secured for a range of capital projects that are intended to provide benefits to the community.

Infrastructure funding statement

4.33 Newcastle-under-Lyme Borough Council is required to provide an Infrastructure Funding Statement (IFS) each calendar year, as set out in the CIL (Amendment) (England) (No. 2) Regulations 2019 [\[See reference 117\]](#) in order to improve transparency and accountability on developer contributions.

4.34 The IFS provides a summary of financial contributions the council has secured through Section 106 (S106) agreements from new developments for off-site infrastructure works and affordable housing, in addition to highway works completed as part of new developments through section 278 (S278) agreements.

4.35 It is important that the next iteration of the IFS links closely with the outputs from the IDP process. Alongside the core requirement to detail what contributions have been collected and how they have been spent, the IFS should identify:

- which sites in the Final Draft Local Plan are expected to contribute to which types of infrastructure provision;
- whether existing contributions secured can be used to address the infrastructure needs identified in the IDP.

Summary

4.36 There are numerous sources of infrastructure funding. In order to make use of these it is important to properly define infrastructure schemes and work up bids and secure the necessary consents. As such it is a key recommendation of this report that infrastructure projects are defined and developed at an early stage in order to support timely delivery of infrastructure alongside new development.

Chapter 5

Summary and conclusions

5.1 LUC and Navigus Planning have prepared this IDP on behalf of Newcastle-under-Lyme Borough Council to support the council's emerging Local Plan which is at Regulation 19 publication stage. In addition to setting out the amount of housing and employment development and the main locations where development should occur over the plan period, the final Draft Local Plan also sets out the supporting infrastructure required.

5.2 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. As such, it is a key part of the evidence base which supports the Final Draft Local Plan.

5.3 The IDP identifies that several improvements to the SRN as well as to public transport and active travel provisions will be required to support the proposed development sites included in the Final Draft Local Plan. More substantial improvements required over the plan period include that to support development in the Keele University Corridor sub area which requires a new link road as well as a new circular bus service. There is also a need for mitigation relating to junctions and interchanges at a number of locations in the Newcastle urban area, Kidsgrove and Rural Central sub areas identified through engagement with National Highways.

5.4 The relatively large amount of growth to be delivered at site SP11: Lyme Park is expected to generate the number of pupils to trigger the requirement for a new 1FE primary school. The proposed development sites are also expected to require expansions to a number of primary (St Chads CE, Baldwins Gate, Sir John Offley CE and an additional school in Newcastle 2 and/or Newcastle 7 planning clusters) and secondary schools (Madeley High School and

Chesterton Community Sports College and possibly one other). These improvements are required to support residential growth in the Newcastle urban area, Kidsgrove, Rural Central and Rural South sub areas.

5.5 Growth in the plan area will furthermore need improvements to a number of primary healthcare facilities. Most significant of the provisions required to support the new development set out in the plan is need for a new health hub to serve Newcastle South PCN. This is expected to be provided as part of the development of site SP11: Lyme Park however scope/scale of what is to be provided is currently unknown.

5.6 The IDP work has identified that a number of sites will require connections to public sewer (within the Newcastle urban area sub-area) and mitigation relating to risk of flooding from the public sewer (within the Kidsgrove and Rural central sub-areas). Furthermore, there is a need to provide infrastructure to address the risk of flooding from the public sewer in the Kidsgrove and Rural Central sub-areas.

5.7 The growth occurring in the borough will also need to be supported by increased capacity of HWRC at Leycett Lane in Newcastle-under-Lyme. There is also a need for open space provision and the provision of new or improvements to existing community facilities across the borough.

5.8 The IDP process has been undertaken alongside the preparation of the new Local Plan. This report builds on the IDP report prepared in April 2023 to support the Regulation 18 consultation on the emerging Newcastle-under-Lyme Local Plan. It also draws on the information in the Newcastle-under-Lyme Infrastructure Baseline Report (2021) and the Staffordshire and Stoke on Trent Strategic Infrastructure Plan (2018) to set out the existing infrastructure context for the borough.

5.9 The IDP should be seen as a 'snapshot in time' of infrastructure provision and need in the borough. Further assessment and consideration of the specific infrastructure needs of growth allocated in the Local Plan will be required to support the determination of planning applications to ensure that the detailed

impacts of a development can be fully assessed, understood, and appropriately mitigated.

5.10 The council should continue to work with infrastructure providers and developers to understand the best approach to delivering infrastructure that will meet the borough's needs and the demands of new growth, and to develop and improve the information contained within the IDP. This document could form the basis for further updates as the new Local Plan emerges.

Appendix A: 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.

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.

A.5 Please note that throughout the infrastructure schedules the locations of the various projects identified have been set out in relation to the sub-areas of the borough. The sub-areas are illustrated in Figure 2.1 earlier in this report.

Table A.1: 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 (indicative, where known)	Funding (where known)	Main Delivery Partners
T1	Transport	Bus	Sub Area: Strategic Centre: Newcastle Urban Area; Sub Area: Keele University Corridor and Stoke-on-Trent	TB19, KL13, KL15,SP11	New bus only exit from Keele University campus onto the A525. A fast bus service from Keele University to Newcastle and a new service from Keele University to Silverdale, Knutton and Chesterton.	Essential	Medium - long term	£1.2 million	Town Deal Fund	Staffordshire County Council; Newcastle-under-Lyme Borough Council; Stoke-on-City Council; Keele University
T2	Transport	Bus	Sub Area: Strategic Centre: Newcastle Urban Area	TBC	Green bus station (as part of Town Investment Plan (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	£3.91 million (as part of overall sustainable public transport solutions included in the TIP)	Government Town Deal Package	Newcastle-under-Lyme Borough Council; bus companies and Staffordshire County Council
T3	Transport	Bus	Sub Area: Strategic Centre: Newcastle urban area; Sub Area: Rural Central; Sub Area: Keele University corridor; Sub Area: 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	£3.91 million (as part of overall sustainable public transport solutions included in the TIP)	Government Town Deal Package	Newcastle-under-Lyme Borough Council; bus companies and Staffordshire County Council

Appendix A

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 (indicative, where known)	Funding (where known)	Main Delivery Partners
T4	Transport	Bus	Sub Area: Strategic Centre: Newcastle Urban Area; Sub Area: Rural Central; Sub Area: 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 (as part of TIP sustainable transport solutions); maximise connectivity and reliability of bus services.	Essential	Short – Medium Term	£3.91 million (as part of overall sustainable public transport solutions included in the TIP)	Government Town Deal Package	Newcastle-under-Lyme Borough Council; bus companies and Staffordshire County Council
T5	Transport	Active Travel	Sub Area: Strategic Centre: Newcastle Urban Area; Sub Area: Rural Central; Sub Area: 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. Upgrade existing at-grade crossing on Barracks Road (at Hassell Street) and improved cycling routes on Lower Street (north of Pool Dam). Outside of ring road - Resurfacing works, new footbridge, segregated route upgrades and wayfinding signage. Contribution towards complete, coordinated walking/cycling corridor between Keele University, Newcastle town centre and Hanley."	Other	Short - Medium Term	Total £4.83 million (£1 million required to upgrade existing at-grade crossing on Barracks Road)	Government Town Deal Package	Newcastle-under-Lyme Borough Council
T6	Transport	Private Car	Sub Area: 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 (as part of schemes across Staffordshire County)	TBC	TBC
T8	Transport	Bus	Sub Area: Strategic Centre: Newcastle Urban Area	TBC	The proposals on Basford Bank involve a bus gate at the bottom of the A53 Etruria Road, by the A500 roundabout. The scheme	Essential	TBC	TBC	TBC	Newcastle-under-Lyme Borough

Appendix A

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 (indicative, where known)	Funding (where known)	Main Delivery Partners
					has been paused by Newcastle-under-Lyme Borough Council, Stoke-on-Trent City Council and Staffordshire County Council and a possible alternative to the bus gate is being considered.					Council, Stoke-on-Trent City Council and Staffordshire County Council
T9	Transport	Road	Sub Area: Keele University Corridor	TBC	Improvements between Junction 13 and 15 on M6; permanent conversion of the hard shoulder to create a fourth lane and changing the junctions to accommodate this; 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 reinforced barrier to improve safety; 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"	Essential	Short Term	£232.3 to £335.4 million	Government	National Highways
T10	Transport	Bus	Sub Area: Strategic Centre: Newcastle Urban Area	TBC	New Newcastle- Wolstanton bus service.	Other	Short Term	TBC	TBC	Staffordshire County Council
T11	Transport	Bus	Sub Area: Keele University Corridor	TBC	Keele University Mobility Hub Pilot to support prioritisation of sustainable transport mode and improvements to public realm.	Other	Long Term	£5 million	TBC	Staffordshire County Council
T12	Transport	Bus and active travel	Sub Area: Urban centre: Kidsgrove	TBC	Improve walking and wheeling routes and bus stops in the vicinity of Kidsgrove rail station to support Newcastle-under-Lyme Borough Council Towns Fund programme and in line with the Local Cycling and Walking Infrastructure Plan (LCWIP).	Other	Long Term	£3.75 million (as part of overall costs to improve walking routes between bus and rail services in Kidsgrove and Stafford and to improve walking and wheeling routes to	TBC	Staffordshire County Council

Appendix A

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 (indicative, where known)	Funding (where known)	Main Delivery Partners
								bus stops in line with the LCWIP)		
T13	Transport	Bus	Sub Area: Strategic Centre: Newcastle Urban Area	TBC	Electric buses on the busiest bus corridors that also run through the AQMAs in Newcastle-under-Lyme.	Other	Long Term	£6 million (as part of costs for the provision of electric buses on the busiest bus corridors in Burton, Leek and Newcastle-under-Lyme)	TBC	Staffordshire County Council
T14	Transport	Road	Sub Area: Strategic Centre: Newcastle Urban Area; Sub Area: Rural Central; Sub Area: Keele University Corridor	AB2, KL13, KL15, SP11, SP23, TB19, LW74	Potential mitigation scheme involving widening and additional lane at the gyratory on M6 J16. VISSIM modelling work is currently going on and the need for any potential mitigation measures can be confirmed after the completion of a detailed capacity assessment as part of planning application stage.	Essential	Short Term	TBC	Likely through a developer funded Section 278 agreement	National Highways, Staffordshire County Council
T15	Transport	Road	Sub Area: Rural Central	AB12, AB15, AB33.	Potential need to mitigate cumulative impacts on the SRN when AB12 is being considered along with the nearby allocations - AB33 and AB15. The need for any potential mitigation measures can be confirmed after the completion of the Strategic Transport Assessment and detailed junction capacity assessments.	Essential	Short Term	TBC	Likely through a developer funded Section 278 agreement	National Highways, Staffordshire County Council
T16	Transport	Road	Sub Area: Strategic Centre: Newcastle Urban Area; Sub Area: Rural Central; Sub Area: Keele University Corridor	BL18, CT1, CT20, KL13, KL15, TK10, TK27, BW1, SP11, SP23, TB19.	Mitigation relating to A500 / A34 Talke interchange/roundabout. The need for any potential mitigation measures to be confirmed after completion of the Strategic Transport Assessment (STA) and detailed junction capacity assessments.	Essential	Short Term	TBC	Likely through a developer funded Section 278 agreement	National Highways, Staffordshire County Council
T17	Transport	Road	Sub Area: Urban centre: Kidsgrove; Sub Area: Strategic Centre: Newcastle Urban Area	BL18, CT20, TK10, TK27, BW1, CH3	Mitigation relating to A500 / A527 interchange. The need for any potential mitigation measures to be confirmed after completion of the Strategic Transport Assessment (STA) and detailed junction capacity assessments.	Essential	Short Term	TBC	Likely through a developer funded Section 278 agreement	National Highways, 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 (indicative, where known)	Funding (where known)	Main Delivery Partners
T18	Transport	Road	Sub Area: Strategic Centre: Newcastle Urban Area	CT1, CT20	Mitigation relating to A500 / A5271/ B5370 interchange; The need for any potential mitigation measures in the area can be confirmed after completion of the Strategic Transport Assessment (STA) and detailed junction capacity assessments.	Essential	Short Term	TBC	Likely through a developer funded Section 278 agreement	National Highways, Staffordshire County Council
T19	Transport	Road	Sub Area: Strategic Centre: Newcastle Urban Area; Sub Area: Keele University Corridor	KL13, KL15, SP11, SP23, TB19, LW74	Mitigation relating to A500 (Queensway) / A519 Hanchurch roundabout. The need for any potential mitigation measures in the area can be confirmed after completion of the Strategic Transport Assessment (STA) and detailed junction capacity assessments.	Essential	Short Term	TBC	Likely through a developer funded Section 278 agreement	National Highways, Staffordshire County Council
T20	Transport	Road	Sub Area: Strategic Centre: Newcastle Urban Area	TC22	Mitigation relating to A500 (Queensway)/ A53 (Etruria Road) Etruria Roundabout. The need for any potential mitigation measures in the area can be confirmed after completion of the Strategic Transport Assessment (STA) and detailed junction capacity assessments.	Essential	Short Term	TBC	Likely through a developer funded Section 278 agreement	National Highways, Staffordshire County Council
T21	Transport	Road	Sub Area: Urban centre: Kidsgrove	BL8, BL18, BL32, BW1, TK6, TK10, TK17, TK27	Extension of the north west-bound Newcastle Road two-lane approach to the signalised junction at Newcastle Road/Coalpit Hill.	Essential	Short Term	TBC	Likely through a developer funded Section 278 agreement	Staffordshire County Council
T22	Transport	Road	Sub Area: Urban centre: Kidsgrove	BL8, BL18, BL32, BW1, TK6, TK10, TK17, TK27	Improvements to Cedar Avenue including better parking and improvements relating to support pedestrian crossing.	Essential	Short Term	TBC	Likely through a developer funded Section 278 agreement	Staffordshire County Council
T23	Transport	Road	Sub Area: Keele University Corridor	KL13, KL15, SP11, SP23, TB19	New link road running between University Avenue/Barkers Wood Road to Whitmore Road.	Essential	Short Term	TBC	Likely through a developer funded Section 278 agreement	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 (indicative, where known)	Funding (where known)	Main Delivery Partners
T24	Transport	Bus	Sub Area: Keele University Corridor	KL13, KL15, SP11, SP23, TB19	New circular bus service serving Newcastle-under-Lyme bus station and Keele University and sites KL15: Land south of A525 and SP11: Lyme Park, Silverdale sites via Keele Road, the new link road (see T23) and Whitmore Road	Essential	Short Term	TBC	Likely through a developer funded Section 278 agreement	Staffordshire County Council
T25	Transport	Bus	Sub Area: Rural Central	AB2	New direct bus service serving site AB2 to provide connections to Stoke-on-Trent, Newcastle-under-Lyme and Crewe, and call at local transport hubs such as Alsager rail station.	Essential	Short Term	TBC	Likely through a developer funded Section 278 agreement	Staffordshire County Council
T26	Transport	Active Travel	Sub Area: Strategic Centre: Newcastle Urban Area	BW1	Cross-border connectivity improvements to active travel towards Stoke-on-Trent.	Other	TBC	TBC	Likely through a developer funded Section 278 agreement	Staffordshire County Council
T27	Transport	Active Travel	Sub Area: Strategic Centre: Newcastle Urban Area	TBC	National Cycle Network improvements along the Trent and Mersey Canal.	Other	TBC	TBC	Likely through a developer funded Section 278 agreement	Staffordshire County Council
T28	Transport	Active Travel	Sub Area: Urban centre – Kidsgrove; Sub Area: Rural Central; Sub Area: Keele University Corridor	AB2, AB15, AB33, BL18, BL32, KL15, MD29, NC13, TK10, TK17, TK27, KL13,	General improvements relating to active travel and by non-car modes.	Other	Short Term	TBC	Likely through a developer funded Section 278 agreement	Staffordshire County Council

Table A.2: 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 (indicative, where known)	Funding (where known)	Main Delivery Partners
E1	Education	Secondary education	Sub Area: Rural Central	MD29, LW74, LW53, LW87	A further expansion at Madeley High School would be required to mitigate the impact of the proposed Local Plan houses	Essential	Medium Term	£1,898,000	Developer contributions	Staffordshire County Council
E2	Education	Primary Education	Sub Area: Keele University Corridor	SP11	New 1FE 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 approximately 189 primary school pupils. To deliver a new 1FE Primary School (210 places + nursery provision) would cost in the region of £7.6 million pounds (as at Q2-2022).	Essential	Medium - Long Term	Approximately £7.6 million (as at Q2-2022).	Developer contributions	Staffordshire County Council
E3	Education	Primary Education	Sub Area: Urban centre - Kidsgrove	CT1	Expansion to St Chads CE (VC) Primary	Essential	Medium - Long Term	£2,069,900	Developer contributions	Staffordshire County Council
E4	Education	Primary Education	Sub Area: Strategic Centre: Newcastle Urban Area	TB19 plus other Town Centre developments	Extension to a primary school in Newcastle 2 and/or Newcastle 7 planning clusters. Depends on timing/phasing and locations of other sites within this area of Newcastle	Essential	Short - Medium Term	£3,338,000	Developer contributions	Staffordshire County Council
E5	Education	Primary Education	Sub Area: Rural South	LW74	Expansion to Baldwins Gate Primary School	Essential	Short - Medium Term	£783,200	Developer contributions	Staffordshire County Council
E6	Education	Primary Education	Sub Area: Rural Central	MD29	Expansion to Sir John Offley CE (VC) Primary	Essential	Short - Medium Term	£596,700	Developer contributions	Staffordshire County Council
E7	Education	Secondary education	Sub Area: Strategic Centre: Newcastle Urban Area	All	An expansion of one or more of the high schools may be needed. Chesterton Community Sports College and possibly another.	Essential	Medium - Long Term	£1,154,200	Developer contributions	Staffordshire County Council

Table A.3: Health and wellbeing

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 (indicative, where known)	Funding (where known)	Main Delivery Partners
H1	Health and wellbeing	Primary care	Sub Area: Strategic Centre: Newcastle Urban Area; Sub Area: Rural Central	AB12, AB15, AB33, CT1	Majority of future patients to register with Audley Health Centre based on existing patient registrations from LSOA (Newcastle North PCN) – Feasibility to create 3 additional clinical rooms for Audley to support planned growth and the need to accommodate additional workforce roles to support patient demands	Essential	Short - Medium Term	Approximately £1,068,000	Developer contributions	NHS, Developers
H2	Health and wellbeing	Primary care	Sub Area: Urban centre - Kidsgrove	BL8, BL18, BL32, TK10, TK17, TK27	Majority of future patients to register across Mount Road practice, Talke Pits Clinic, Kidsgrove Medical Centre based on existing patient registrations from LSOA (Newcastle North PCN). Feasibility to create additional clinical rooms across all named practice sites to support planned growth and the need to accommodate additional workforce roles to support patient demands	Essential	Short - Medium Term	Approximately £440,000. Note that the costs associated with BL32 would be assessed on its own merits at the point of proposed delivery with potential to pool any sum requested for investment to align with prioritisation of projects.	Developer contributions	NHS, Developers
H3	Health and wellbeing	Primary care	Sub Area: Strategic Centre: Newcastle Urban Area	CH3, CH14	Registration possible with practices across multiple PCNs (Newcastle North, Newcastle Central, Newcastle South, ABC) varying degrees of capacity at present but projected growth from planned development and the associated requirement for additional roles to serve patient demand illustrates capacity issues across the PCN estate.	Essential	Short - Medium Term	TBC - The cost would be assessed on its own merits at the point of proposed delivery with potential to pool any sum requested for investment to align with prioritisation of projects.	Developer contributions	NHS, Developers

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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 (indicative, where known)	Funding (where known)	Main Delivery Partners
H5	Health and wellbeing	Primary care	Sub Area: Strategic Centre: Newcastle Urban Area; Sub Area: Keele University Corridor	KL13, KL15, KS3, KS17, SB12, SP11, SP22, SP23, TB6, TB19, TB23, TC7, TC22, TC52, TC71	Majority of patients would register with practices across Newcastle Central and Newcastle South PCNs based on existing patient registrations from LSOA and catchments – Feasibility for adaptation and expansion of the estate for additional clinical rooms to support planned growth and the need to accommodate additional workforce roles to support patient demands with a business case to be developed investigating options for a new build hub to serve Newcastle South PCN.	Essential	Short - Long Term	Approximately £2,795,500. Note that the costs associated with TB6 would be assessed on its own merits at the point of proposed delivery with potential to pool any sum requested for investment to align with prioritisation of projects.	Developer contributions	NHS, Developers
H6	Health and wellbeing	Primary care	Sub Area: Rural South	LW53, LW87	Majority of patients would register with Ashley surgery or the branch site of Madeley – Baldwins Gate Surgery within Newcastle South PCN based on existing patient registrations from LSOA and catchments – Feasibility for adaptation and expansion of the estate for additional clinical rooms to support planned growth and the need to accommodate additional workforce roles to support patient demands	Essential	TBC	Approximately £116,000. Note that the costs associated with LW87 would be assessed on its own merits at the point of proposed delivery with potential to pool any sum requested for investment to align with prioritisation of projects.	Developer contributions	NHS, Developers
H7	Health and wellbeing	Primary care	Sub Area: Rural Central	MD29	Majority of future patients would register with practices in Newcastle South PCN (Madeley Practice and Betley Surgery) based on existing patient registrations from LSOA and catchments - Feasibility for adaptation and expansion of the estate for additional clinical rooms to support planned growth and the need to accommodate additional workforce roles to support patient demands.	Essential	TBC	Approximately £135,000. Note that the costs associated with LW87 would be assessed on its own merits at the point of proposed delivery with potential to pool any sum requested for investment to align with prioritisation of projects.	Developer contributions	NHS, Developers

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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 (indicative, where known)	Funding (where known)	Main Delivery Partners
H8	Health and wellbeing	Primary care	Sub Area: Urban centre: Kidsgrove	NC13	Majority of future patients would register with practices in Newcastle North PCN (Mount Road Practice and Kidsgrove Medical Centre) and Leek and Biddulph PCN (Biddulph Doctors and Biddulph Valley Surgery) based on existing patient registrations from LSOA and catchments - Feasibility for adaptation and expansion of the estate for additional clinical rooms to support planned growth and the need to accommodate additional workforce roles to support patient demands	Essential	Medium Term	Approximately £90,000	Developer contributions	NHS, Developers
H9	Health and wellbeing	Primary care	Sub Area: Rural South	LW74	Majority of future patients likely to register with practices in Newcastle South PCN (Madeley Practice and Ashley Surgery).	Essential	Short - Medium Term	Approximately £124,067 Note contribution request was made in connection with scheme 21/01041/OUT that is currently at appeal.	Developer contributions	NHS, Developers

Table A.4: 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 (indicative, where known)	Funding (where known)	Main Delivery Partners
GI1	Green Infrastructure, open space and sports	GI travel corridors	Sub Area: Rural Central	TBC	Strategic connections across the A500 to upgrade strategic access links/fill gaps.	Other	TBC	TBC	TBC	TBC
GI2	Green Infrastructure, open space and sports	GI travel corridors	Sub Area: Kidsgrove Urban Centre; Sub Area: Strategic Centre: Newcastle Urban Area	TBC	Enhancement of cycle commuting routes in the urban areas.	Other	TBC	TBC	TBC	TBC
GI3	Green Infrastructure, open space and sports	GI travel corridors	Sub Area: Kidsgrove Urban Centre, Sub Area: Rural Central; Sub Area: Rural South	TBC	Address local gaps in PRoW provision which could then create a more strategic, connected access network, e.g. Silverdale and Apedale, plus near Birchenwood Country Park and Hales.	Other	TBC	TBC	TBC	TBC
GI4	Green Infrastructure, open space and sports	GI travel corridors	Sub Area: Kidsgrove Urban Centre	TBC	Landfill restoration - Enhancement of the A500 corridor, considering peri-urban sites such as restored landfill sites.	Other	TBC	TBC	TBC	TBC
GI5	Green Infrastructure, open space and sports	Habitats, leisure space and flooding	Sub Area: Strategic Centre: Newcastle Urban Area	TBC	Lyme Brook enhancements: Multifunctional landscape restoration and enhancement, not just for amenity and landscape experience and setting, but also potentially natural flood management and biodiversity.	Other	TBC	TBC	TBC	TBC
GI6	Green Infrastructure, open space and sports	Habitats	Sub Area: Strategic Centre: Newcastle Urban Area	TBC	Localised wilding in marginal areas of the Trent and Mersey Canal.	Other	TBC	TBC	TBC	TBC
GI7	Green Infrastructure, open space and sports	Habitats and flooding	Sub Area: Rural South	TBC	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.	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 (indicative, where known)	Funding (where known)	Main Delivery Partners
GI8	Green Infrastructure, open space and sports	Habitats and flooding	Sub Area: Rural Central; Sub Area: Rural South	TBC	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).	Other	TBC	TBC	TBC	TBC
GI9	Green Infrastructure, open space and sports	Habitats, leisure space and flooding	Sub Area: Strategic Centre: Newcastle Urban Area	TBC	Exploration of partnerships and joint working with the Trent Rivers Trust and other related stakeholders as part of a catchment scale/whole valley approach. Potential River Valley park initiative for Lyme Brook.	Other	TBC	TBC	TBC	TBC
GI10	Green Infrastructure, open space and sports	Habitats	Whole Borough	TBC	Urban tree planting and 'urban forestry' initiatives to trunk road and principal road corridors and associated swathes of greenspace (subject to operational and other constraints).	Other	TBC	TBC	TBC	TBC
GI11	Green Infrastructure, open space and sports	Habitats and flooding	Sub Area: Strategic Centre: Newcastle Urban Area	TBC	Naturalisation and restoration of parts of the Lyme Brook, as part of a 'space for water' and resilient, multifunctional design approach.	Other	TBC	TBC	TBC	TBC
GI12	Green Infrastructure, open space and sports	Habitats and flooding	Sub Area: Strategic Centre: Newcastle Urban Area	TBC	Integrated natural flood management partnership proposals with Stoke-on-Trent for relevant parts of the Fowlea Brook and the Trent and Mersey Canal.	Other	TBC	TBC	TBC	TBC
GI13	Green Infrastructure, open space and sports	Playing pitches	Sub Area: Strategic Centre: Newcastle Urban Area	TBC	Creation of training area adjacent to Newcastle RUFC first team pitch.	Other	TBC	TBC	TBC	TBC
GI14	Green Infrastructure, open space and sports	Playing pitches	Sub Area: Kidsgrove Urban Centre	TBC	Improvements to changing provision at Bathpool County Park.	Other	TBC	TBC	TBC	TBC
GI15	Green Infrastructure, open space and sports	Playing pitches	Sub Area: Strategic Centre: Newcastle Urban Area	TBC	Resurfacing of two courts on site at Basford Tennis Club.	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 (indicative, where known)	Funding (where known)	Main Delivery Partners
GI16	Green Infrastructure, open space and sports	Playing pitches	Sub Area: Strategic Centre: Newcastle Urban Area; Sub Area: Rural Central	TBC	Improvements to netball courts at Newcastle Academy, Sir Thomas Boughey High School and Wolstanton High Schools.	Other	TBC	TBC	TBC	TBC
GI17	Green Infrastructure, open space and sports	Playing pitches	Sub Area: Strategic Centre: Newcastle Urban Area	TBC	Refurbishment of the AGP hockey pitch at Clayton Hall Academy.	Other	TBC	TBC	TBC	TBC
GI18	Green Infrastructure, open space and sports	Playing pitches	Sub Area: Kidsgrove Urban Centre; Sub Area: Strategic Centre: Newcastle Urban Area; Sub Area: Rural South	TBC	Creation of four additional full size 3G pitches to alleviate all current shortfalls with one each in the Kidsgrove, Rural South and two in the Urban Newcastle North South and Central areas.	Other	TBC	TBC	TBC	TBC
GI19	Green Infrastructure, open space and sports	Playing pitches	Sub Area: Strategic Centre: Newcastle Urban Area	TBC	Refurbishment of pitch at The Gordon Banks Sports Centre.	Other	TBC	TBC	TBC	TBC
GI20	Green Infrastructure, open space and sports	Open Space and playing pitches	Sub Area: Kidsgrove Urban Centre	BL8, BL18, BL32, KG6, RC8, NC13, TK6, TK10, TK17, TK27, BW1	Provision for children and teenagers (NEAP, LEAP and LAP) - 0.53ha; Parks and gardens - 1.22ha; Natural and semi-natural green space - 1.40ha; Amenity greenspace - 1.49ha; Allotments - 0.18ha; Playing pitches - between 2 and 3	Essential	Short - Long Term	Parks and gardens - £291,500; Natural and semi-natural green space - £465,000; Amenity greenspace - £238,000; Allotments - £22,000; Playing pitches - £429,000 (capital cost) (excluding costs of provision for children and teenagers (NEAP, LEAP and LAP))	Developer contributions	Developers, 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 (indicative, where known)	Funding (where known)	Main Delivery Partners
GI21	Green Infrastructure, open space and sports	Open Space and playing pitches	Sub Area: Strategic Centre: Newcastle Urban Area	CH3, CH13, CH14, CT1, CT20, KS3, KS11, KS17, KS18, KS19, SB12, SP2, SP11, SP22, SP23, TB6, TB19, TC7, TC19, TC20, TC22, TB23, TC40, TC45, TC71, TC50, TC52	Provision for children and teenagers (NEAP, LEAP and LAP) - 2.54ha; Parks and gardens - 5.83ha; Natural and semi-natural green space - 11.34ha; Amenity greenspace - 7.15ha; Allotments - 0.87ha; Playing pitches - between 10 and 11	Essential	Short - Long Term	Parks and gardens - £1,400,000; Natural and semi-natural green space - £2,231,000; Amenity greenspace - £1,143,000; Allotments - £104,993; Playing pitches - £2,060,000 (capital cost) (excluding costs of provision for children and teenagers (NEAP, LEAP and LAP))	Developer contributions	Developers, Newcastle under Lyme Borough Council
GI22	Green Infrastructure, open space and sports	Open Space and playing pitches	Sub Area: Rural Central	AB2, AB12, AB15, AB33, MD29	Provision for children and teenagers (NEAP, LEAP and LAP) - 0.31ha; Parks and gardens - 0.70ha; Natural and semi-natural green space - 1.57ha; Amenity greenspace - 0.85ha; Allotments - 0.11ha; Playing pitches - between 1 and 2	Essential	Short - Long Term	Parks and gardens - £167,000; Natural and semi-natural green space - £266,500; Amenity greenspace - £136,500; Allotments - £12,500; Playing pitches - £246,000 (capital cost) (excluding costs of provision for children and teenagers (NEAP, LEAP and LAP))	Developer contributions	Developers, 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 (indicative, where known)	Funding (where known)	Main Delivery Partners
GI23	Green Infrastructure, open space and sports	Open Space and playing pitches	Sub Area: Keele University Corridor	KL13, KL15	Provision for children and teenagers (NEAP, LEAP and LAP) - 0.40ha; Parks and gardens - 0.92ha; Natural and semi-natural green space - 0.95ha; Amenity greenspace - 1.13ha; Allotments - 0.14ha; Playing pitches - between 1 and 2	Essential	Short - Long Term	Parks and gardens - £221,000; Natural and semi-natural green space - £352,500; Amenity greenspace - £180,500; Allotments - £16,500; Playing pitches - £325,500 (capital cost) (excluding costs of provision for children and teenagers (NEAP, LEAP and LAP))	Developer contributions	Developers, Newcastle under Lyme Borough Council
GI24	Green Infrastructure, open space and sports	Open Space and playing pitches	Sub Area: Rural South	LW53, LW74, LW87	Provision for children and teenagers (NEAP, LEAP and LAP) - 0.29ha; Parks and gardens - 0.66ha; Natural and semi-natural green space - 0.61ha; Amenity greenspace - 0.80ha; Allotments - 0.10ha; Playing pitches - between 1 and 2	Essential	Short - Long Term	Parks and gardens - £157,500; Natural and semi-natural green space - £251,000; Amenity greenspace - £129,000; Allotments - £12,000; Playing pitches - £232,000 (capital cost) (excluding costs of provision for children and teenagers (NEAP, LEAP and LAP))"	Developer contributions	Developers, Newcastle under Lyme Borough Council

Table A.5: Flooding and drainage

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 (indicative, where known)	Funding (where known)	Main Delivery Partners
F1	Flooding and drainage	Flooding	Sub Area: Kidsgrove Urban Centre; Sub Area: Rural Central	AB12, AB33, BL18, NC13	Mitigation relating to risk of flooding from the public sewer.	Essential	Short term	TBC	Developer charges by Water Companies	Developers, United Utilities

Table A.6: 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 (indicative, where known)	Funding (where known)	Main Delivery Partners
U1	Utilities	Waste Water	Sub Area: Strategic Centre: Newcastle Urban Area	CH3, CT1, KS3, KS17, SP11, TB19, TB23, TC7, TC22	Connections required to public sewer.	Essential	Short term	TBC	Developer charges by Water Companies	Developers, Severn Trent Water
U2	Utilities	Waste Water	Sub Area: Kidsgrove Urban Centre; Sub Area: Rural Central	BL32, MD29	Connections required to public sewer.	Essential	Short term	TBC	Developer charges by Water Companies	Developers, United Utilities
U3	Utilities	Waste water	Sub Area: Rural South	LW53; LW74; LW87	Loggerheads Sanatorium WwTW - Investment is planned at Baldwin’s Gate WwTW in Asset Management Period 7 (AMP7) which runs from 2020 to 2025; Investment is planned at Loggerheads Sanatorium WwTW in AMP7. This will include providing capacity so Loggerheads Village WwTW can be closed and flows can be transferred to Loggerheads Sanatorium WwTW.	TBC	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 (indicative, where known)	Funding (where known)	Main Delivery Partners
U4	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
U5	Utilities	Broadband	Sub Area: Strategic Centre: Newcastle Urban Area	All proposed sites located within Strategic Centre: Newcastle Urban Area	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

Table A.7: Waste management

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 (indicative, where known)	Funding (where known)	Main Delivery Partners
W1	Waste management	Waste and recycling	Sub Area: Rural Central	TBC	Increased capacity of HWRC at Leycett Lane in Newcastle-under-Lyme.	Essential	Short term	TBC	Developer contributions	Staffordshire County Council

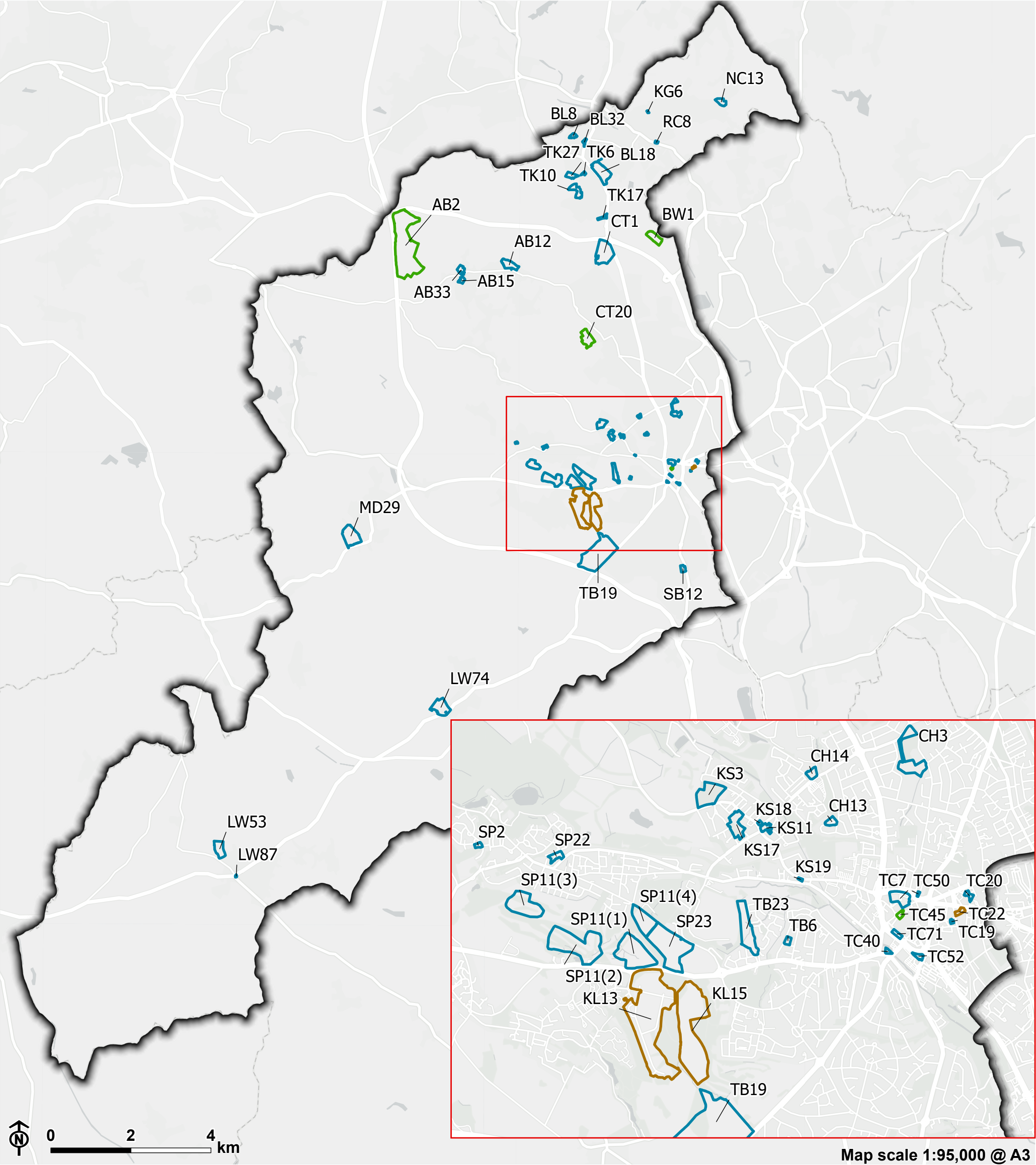
Table A.9: Community

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 (indicative, where known)	Funding (where known)	Main Delivery Partners
C1	Community	Cultural	Sub Area: 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: 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
C3	Community	Social and Wellbeing	Sub Area: Strategic Centre: Newcastle Urban Area	Knutton	Regeneration of Knutton, including redevelopment of the Knutton business centre and provision of new social and community facilities, a new village hall and village green alongside improvements to local traffic safety.	Other	TBC	TBC	Government Town Deal Package	Newcastle-under-Lyme Borough Council
C4	Community	Community Centre	Sub Area: Kidsgrove Urban Centre	BL8; BL18; BL32; KG6; RC8; NC13; TK6; TK10; TK17; TK27; BW1	Expansion / improvement to nearby community facilities of circa 152 sqm.	Essential	Short - Long Term	£354,000	Developer contributions	Developers, Newcastle-under-Lyme Borough Council
C5	Community	Community Centre	Sub Area: Strategic Centre: Newcastle Urban Area	CH3; CH13; CH14; CT1; CT20; KS3; KS11; KS17; KS18; KS19; SB12; SP2; SP11; SP22; SP23; TB6; TB19; TC7; TC19; TC20; TC22; TB23; TC40; TC45; TC71; TC50; TC52	New community facility, or facilities of circa 730 sqm to serve the needs of development.	Essential	Short - Long Term	£1,699,000	Developer contributions	Developers, 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 (indicative, where known)	Funding (where known)	Main Delivery Partners
C6	Community	Community Centre	Sub Area: Rural Central	AB2; AB12; AB15; AB33; MD29	Expansion / improvement to nearby community facility of circa 87 sqm.	Essential	Short - Long Term	£202,000	Developer contributions	Developers, Newcastle-under-Lyme Borough Council
C7	Community	Community Centre	Sub Area: Keele University Corridor	KL13; KL15	Expansion / improvement to nearby community facility of circa 115 sqm.	Essential	Short - Long Term	£268,500	Developer contributions	Developers, Newcastle-under-Lyme Borough Council
C8	Community	Community Centre	Sub Area: Rural South	LW53; LW74; LW87	Expansion / improvement to nearby community facility of circa 82 sqm.	Essential	Short - Long Term	£191,300	Developer contributions	Developers, Newcastle-under-Lyme Borough Council

Appendix B: Proposed development sites



Esri UK, Esri, TomTom, Garmin, Foursquare, GeoTechnologies, Inc, METI/NASA, USGS

Figure B.1: Proposed site allocations included in Final Draft Local Plan (Regulation 19)

- Newcastle-under-Lyme Borough Boundary
- Regulation 19 site boundary
- Employment
- Housing
- Mixed use
- Safeguarded land

Appendix B

Table B.1: List of proposed development sites (July 2024)

Broad Location	Ward	Site Reference	Site Address	Proposed Use	Potential Development Capacity
Rural areas – central	Audley	AB2	Land Adjoining Corner of A500 and M6 Southbound	Employment	Strategic Location - Employment Site
Rural areas – central	Audley	AB12	Land East of Diglake Street	Housing	Around 125 dwellings
Rural areas – central	Audley	AB15	Land North of Vernon Avenue	Housing	Around 33 dwellings
Rural areas – central	Audley	AB33	Land off Nantwich Road / Park Road	Housing	Around 55 dwellings
Urban centre - Kidsgrove	Talke and Butt Lane	BL18	Clough Hall Playing Field	Housing	Around 150 dwellings and retention of sports pitch
Urban centre - Kidsgrove	Talke and Butt Lane	BL32	Land at Congleton Road	Housing	Around 20 dwellings

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Broad Location	Ward	Site Reference	Site Address	Proposed Use	Potential Development Capacity
Urban centre - Kidsgrove	Talke and Butt Lane	BL8	Land adj to roundabout at West Avenue	Housing	Around 40 dwellings
Strategic centre – Newcastle-under-Lyme	Cross Heath	CH13	Castletown Grange, Douglas Road	Housing	Reconfiguration of site, results in a loss of 7 dwellings overall
Strategic centre – Newcastle-under-Lyme	Cross Heath	CH14	Maryhill Day Centre, Wilmott Drive	Housing	Around 30 dwellings
Strategic centre – Newcastle-under-Lyme	Crackley and Red Street	CT1	Land at Red Street and High Carr Farm, Chesterton	Mixed use	Around 530 dwellings, local centre, primary school
Strategic centre – Newcastle-under-Lyme	Holditch and Chesterton	CT20	Rowhurst Close	Employment	Employment

Appendix B

Broad Location	Ward	Site Reference	Site Address	Proposed Use	Potential Development Capacity
Urban centre - Kidsgrove	Kidsgrove and Ravenscliffe	KG6	William Road	Housing	Around 6 dwellings
Urban centre - Kidsgrove	Kidsgrove and Ravenscliffe	RC8	Land at Liverpool Road (Part of Birchenwood)	Housing	Around 7 dwellings (commitment, post April 23)
Rural areas – Keele University corridor	Keele	KL13	Keele Science Park Phase 3, University of Keele	Housing and employment	Around 220 dwellings and employment uses
Strategic centre – Newcastle-under-Lyme	Knutton	KS11	Knutton Community Centre, High Street	Housing	Around 9 dwellings
Strategic centre – Newcastle-under-Lyme	Knutton	KS17	Knutton Recreation Centre, Knutton Lane	Housing	Around 55 dwellings

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Broad Location	Ward	Site Reference	Site Address	Proposed Use	Potential Development Capacity
Strategic centre – Newcastle-under-Lyme	Knutton	KS18	Land North of Lower Milehouse Lane	Housing	Around 10 dwellings
Strategic centre – Newcastle-under-Lyme	Knutton	KS19	Knutton Site	Housing	Around 5 dwellings
Strategic centre – Newcastle-under-Lyme	Knutton	KS3	Land at Blankbank Road, Knutton	Housing	Around 150 dwellings
Rural areas – south	Loggerheads	LW53	Land corner of Mucklestone Wood Lane	Housing	Around 130 dwellings
Rural areas - south	Loggerheads	LW87	Former Petrol Station, Eccleshall Road	Housing	Around 12 dwellings (commitment, post April 23)

Appendix B

Broad Location	Ward	Site Reference	Site Address	Proposed Use	Potential Development Capacity
Rural areas – central	Madeley and Betley	MD29	Land North of Bar Hill	Housing	Around 150 dwellings
Urban centre - Kidsgrove	Newchapel and Mow Cop	NC13	Land West of Bullockhouse Road, Harriseahead	Housing	Around 100 dwellings
Strategic centre – Newcastle-under-Lyme	Westbury Park and Northwood	SB12	Land adj to Clayton Lodge Hotel	Housing	Around 48 dwellings (commitment, post April 23)
Strategic centre – Newcastle-under-Lyme	Silverdale	SP11	Lyme Park	Mixed use	Around 900 dwellings, local centre, primary school N.B - note split into 4 parcels (Keele Square, Keele Woods, Ashbourne Drive and Park Road)
Strategic centre – Newcastle-under-Lyme	Silverdale	SP2	Cheddar Drive	Housing	Around 8 dwellings

Appendix B

Broad Location	Ward	Site Reference	Site Address	Proposed Use	Potential Development Capacity
Strategic centre – Newcastle-under-Lyme	Silverdale	SP22	Former Playground off Ash Grove	Housing	Around 36 dwellings
Strategic centre – Newcastle-under-Lyme	Silverdale	SP23	Land at Cemetery Road / Park Lane	Housing	Around 200 dwellings
Strategic centre – Newcastle-under-Lyme	Thistleberry	TB19	Land south of Newcastle Golf Club	Housing	Around 550 dwellings
Strategic centre – Newcastle-under-Lyme	Thistleberry	TB23	Land west of Galingale View	Housing	Around 124 dwellings
Strategic centre – Newcastle-under-Lyme	Thistleberry	TB6	Former Pool Dam Pub Site	Housing	Around 13 dwellings

Appendix B

Broad Location	Ward	Site Reference	Site Address	Proposed Use	Potential Development Capacity
Strategic centre – Newcastle-under-Lyme	Town	TC22	Marsh Parade (former Zanzibar site)	Housing and employment	Around 70 dwellings and employment uses
Strategic centre – Newcastle-under-Lyme	Town	TC40	Car Park, Blackfriars Road	Housing	Around 10 dwellings
Strategic centre – Newcastle-under-Lyme	Town	TC45	York Place	Commercial	Commercial Uses
Strategic centre – Newcastle-under-Lyme	Town	TC7	Land bounded by Ryecroft, Merrial Street	Mixed use	75 dwellings and commercial uses, multistorey car park
Urban centre - Kidsgrove	Talke and Butt Lane	TK10	Land at Crown Bank, Talke	Housing	Around 170 dwellings
Urban centre - Kidsgrove	Talke and Butt Lane	TK17	Land off St Martins Road	Housing	Around 40 dwellings

Appendix B

Broad Location	Ward	Site Reference	Site Address	Proposed Use	Potential Development Capacity
Urban centre - Kidsgrove	Talke and Butt Lane	TK27	Land Off Coppice Road, Talke	Housing	Around 90 dwellings
Urban centre - Kidsgrove	Talke and Butt Lane	TK6	Site at Coalpit Hill, Talke	Housing	Around 10 dwellings
Rural areas – Keele University corridor	Keele	KL15	Land south of A525 Keele	Mixed use	Mixed use proposal, 260 dwellings and commercial uses
Rural areas – south	Maer and Whitmore	LW74	Land at Baldwins Gate	Housing	Around 200 dwellings (commitment, post April 23)
Strategic centre – Newcastle-under-Lyme	Town	TC71	Midway Car Park	Housing	Around 100 dwellings
Strategic centre – Newcastle-under-Lyme	Town	TC50	Cherry Orchard Car Park	Housing	Around 5 dwellings

Appendix B

Broad Location	Ward	Site Reference	Site Address	Proposed Use	Potential Development Capacity
Strategic centre – Newcastle-under-Lyme	Town	TC52	Goose Street Car Park	Housing	Around 25 dwellings
Strategic centre – Newcastle-under-Lyme	Town	TC19	Hassell Street Car Park	Housing	Around 5 dwellings
Strategic centre – Newcastle-under-Lyme	Town	TC20	King Street Car Park	Housing	Around 10 dwellings
Strategic centre – Newcastle-under-Lyme	Talke and Butt Lane	BW1	Chatterley Valley	Employment	Employment
Strategic centre – Newcastle-under-Lyme	Cross Heath	CH3	Land at Hoon Avenue	Housing	Around 100 dwellings (commitment, post April 23)

Appendix C: Record of infrastructure planning workshop attendance and engagement with infrastructure providers and stakeholders

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 (Education)

Table C.2: Workshop Session Two List of Attendees

Attendee
Newcastle-under-Lyme Council (Planning Policy)

Appendix C

Attendee
LUC (Chair and Project Lead)
Navigus Planning (Project Support)
BHB Architects (Audley Neighbourhood Planning Forum)
Canal and River Trust
Severn Trent Water
United Utilities PLC
Enterprise Stoke & Staffordshire
Audley Neighbourhood Plan Group

Table C.3: List of stakeholders and infrastructure providers engaged with on list of proposed development sites included the Final draft Local Plan

Stakeholder/infrastructure provider	Infrastructure topic(s) of most relevant
Staffordshire County Council	Transport; education; waste management
National Highways (formerly Highways England)	Transport
Canal and Rivers Trust	Transport
NHS Staffordshire and Stoke-on-Trent ICB	Health and wellbeing
National Grid	Utilities
Staffordshire Police, Fire and Rescue and Crime Commissioner	Emergency services
Sport England	Green infrastructure, open space and sports

Appendix C

Stakeholder/infrastructure provider	Infrastructure topic(s) of most relevant
Environment Agency	Green infrastructure, open space and sports; flooding and drainage
United Utilities	Utilities; flooding and drainage
Severn Trent Water Limited	Utilities; flooding and drainage

Table C.4: Summary of key engagement outputs in relation to list of proposed development sites included in Final draft Local Plan

Stakeholder/infrastructure provider	Summary of engagement on list of proposed development sites
Staffordshire County Council: Education	<p>Lyme Park, Silverdale site</p> <ul style="list-style-type: none"> ■ The site (SP11) has been split into four parcels. The distribution of the parcels raised some concerns in regard to future school provision and connectivity. ■ The greatest potential for providing a new school on the site may be within parcel 2 of the site. ■ There is some potential for expansion at Silverdale primary school, however this will not absorb the scale of growth proposed on the site. Further to this whilst Newcastle-under-Lyme Borough Council own the land adjacent to the school, any future expansion of the school would not be immediate as there are uncertainties over the suitability of the land. ■ It was confirmed that the policy approach will treat the golf course as one site, with requirements for site connectivity within the policy.

Stakeholder/infrastructure provider	Summary of engagement on list of proposed development sites
	<p>Sites close to Lyme Park, Silverdale site</p> <ul style="list-style-type: none"> ■ A number of sites to the south of Keele golf course will be delivering housing. ■ KL13 and KL14 are student accommodation which will have little effect on educational provision. Site TB19 is for approximately 550 residential dwellings, which will have implications in relation to school place provision. <p>Madeley High School</p> <ul style="list-style-type: none"> ■ The council is looking to re-draw the Green Belt boundary around the proposed school site as expansion of this site is necessary to meet the level of growth set out in the plan. <p>Other Schools</p> <ul style="list-style-type: none"> ■ The site at Loggerheads (LW53) will need to be reviewed in relation to future school places and capacity issues.
Staffordshire County Council: Waste management	<p>Leycett Facility</p> <ul style="list-style-type: none"> ■ There are existing capacity issues at this facility. It is located Green Belt which may mean difficulties with expansion in the future. ■ The projected housing growth is expected to require an increase in waste management capacity (this could be approximately 5% but the expected requirement has not been finalised). A decision is awaited on the County Council's preferred approach. ■ There is currently no existing or emerging evidence available on the capacity of the Leycett facility. As such, the IDP must be clear that capacity is an ongoing issue.

Stakeholder/infrastructure provider	Summary of engagement on list of proposed development sites
	<ul style="list-style-type: none"> ■ It was noted that evidence on capacity of the Leycett facility would be required for Examination. <p>Policy Approach</p> <ul style="list-style-type: none"> ■ The policy approach should be identify the need for waste management capacity issues to be met in the plan area. ■ The issue of Green Belt land will likely need to be addressed through the policy approach.
NHS Staffordshire and Stoke-on-Trent ICB	<p>Baseline situation regarding healthcare provision in the borough</p> <ul style="list-style-type: none"> ■ The PCN estate plan is subject to an approvals/governance process and therefore is not available at this stage. The ICB made baseline information available to inform the preparation of the IDP. ■ There are capacity issues at many locations in NuL (and across the country), some of this can be attributed to unmitigated growth and historic lack of funding for the estate via mechanisms such as the planning system. However, moving forwards, expected levels of growth will be considered and factored into strategic estate planning for the PCN, with requirements for mitigation to be set out in both plan-making and decision-taking. <p>Potential need for a health hub at SP11</p> <ul style="list-style-type: none"> ■ A health hub at the site is proposed but scope/scale of what is to be designed is currently unknown. Based on a recent example, the hub is likely to be between 0.6ha – 1ha in size but this dependent upon the outcome of

Stakeholder/infrastructure provider	Summary of engagement on list of proposed development sites
	<p>detailed design work. The largest use of land will be for parking.</p> <ul style="list-style-type: none"> ■ The ICB has only provided proportionate costings for (commuted financial mitigation) for each site identified within the IDP schedule based upon the suggested size of the scheme and based upon current price indices.
United Utilities	<p>Overview of usefulness of engagement for the Local Plan process</p> <ul style="list-style-type: none"> ■ The capacity of United Utilities assets is not normally a reason for development to not occur however it may be material to the choice of preferred sites or the rate at which development occurs. ■ With regards to water and wastewater networks, it is highlighted that the infrastructure charge, which providers receive as a result of connections, from new development is a ring-fenced pot that is used to upgrade the sewer and water networks as a result of development occurring. Whilst this does not address existing problems in the network, it is used to respond to any impact on our network as a result of development occurring. ■ A full assessment of the impact on United Utilities assets can only be undertaken once full details of a development proposal are known. For example, the point or points of connection, the nature of an occupier (for example, an industrial user may have a high level of water use) and the proposals for surface water management. Such details are not normally available at the Local Plan stage. They are normally only available

Stakeholder/infrastructure provider	Summary of engagement on list of proposed development sites
	<p>at the planning application / discharge of condition stage.</p> <p>Engagement on proposed development sites included in the Final draft Local Plan</p> <ul style="list-style-type: none"> ■ No concerns were identified with the impact on wastewater treatment works. Any impact of development on United Utilities' assets will be closely monitored and any investment response necessary will be considered. ■ Initial assessment has identified the following sites as potentially requiring discharge to the public combined sewer for the management of surface water: <ul style="list-style-type: none"> - Land adjacent to 31 Banbury Street, Talke; and - Land at Congleton Road, Butt Lane. ■ The lack of obvious discharge point for the management of surface water for the following site is also noted: <ul style="list-style-type: none"> - Land North of Bar Hill, Madeley. <p>On site sewer flood risk</p> <ul style="list-style-type: none"> ■ In accordance with national planning policy and guidance, all forms of flood risk need to be considered including the risk of flooding from the public sewer. ■ A modelled risk of flooding from the public sewer is noted at the following sites: <ul style="list-style-type: none"> - Land adjacent 31 Banbury Street, Talke; - Land East of Diglake Street, Bignall End; - Clough Hall Playing Fields, Talke; and - Land West of Bullockhouse Road, Harriseahead.

Stakeholder/infrastructure provider	Summary of engagement on list of proposed development sites
	<ul style="list-style-type: none"> ■ A record of hydraulic flooding from the public sewer is also noted in the vicinity of: <ul style="list-style-type: none"> - Land off Nantwich Road / Park Lane (1) Audley. <p>Objection to development site in relation to flood risk</p> <p>In accordance with comments at the Regulation 18 stage, United Utilities note concern in relation to Land adjacent 31 Banbury Street, Talke. Modelling data identifies a level of flood risk which is a significant volume which could affect a large section of this small site.</p> <p>Water Supply</p> <p>The United Utilities review suggests that they would not provide a public water supply to the draft allocations in the Final draft Local Plan.</p>
Severn Trent Water Limited	<p>Engagement on proposed development sites included in the Final draft Local Plan</p> <p>Severn Trent Water identified low/medium/high risks relating to sewerage connections and surface disposal. It is notable that medium/high risks are not “show stoppers” and can almost always be mitigated with effective surface water management (policy) and adherence to the drainage hierarchy. Developer enquiries into Severn Trent Water’s developer services department are recommended to ensure an individual site can be looked at in more detail once the developer has more information around site layout and drainage strategy.</p> <p>Severn Trent Water determined the potential need for connections to the public sewer network at the following sites:</p> <ul style="list-style-type: none"> ■ CH3: Land at Hoon Avenue;

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Stakeholder/infrastructure provider	Summary of engagement on list of proposed development sites
	<ul style="list-style-type: none"> ■ CT1: Land at Red Street and High Carr Farm, Chesterton; ■ KS3: Land at Blackbank Road, Knutton; ■ KS17: Knutton Recreation Centre; ■ SP11: Lyme Park, Silverdale; ■ TB19: Land south of Newcastle Golf Club, Thistleberry; ■ TB23: Land West of Galingale View; ■ TC7: Land bound by Ryecroft, Ryebank, Merrial Street, Corporation Street and Liverpool Road, Newcastle; and ■ TC22: Marsh Parade, Newcastle (former Zanzibar night club).

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