

Staffordshire Moorlands District
Council

Infrastructure Delivery Plan

Baseline Report

Issue | 13 July 2016

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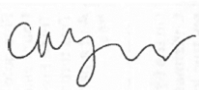


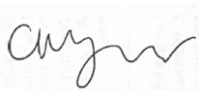


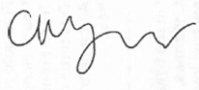
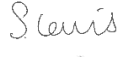

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Ove Arup & Partners Ltd
6th Floor 3 Piccadilly Place
Manchester M1 3BN
United Kingdom
www.arup.com

ARUP

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		Signature			
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			Prepared by	Checked by	Approved by
		Name	Victoria Robinson, Charlie Mayer, Sarah Lewis	Sarah Lewis	Jane Healey Brown
		Signature			
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		Name	Charlie Mayer	Sarah Lewis	Jane Healey Brown
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		Name			

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Executive Summary

Introduction

Staffordshire Moorlands District Council (hereafter known as ‘SMDC’) has commissioned Ove Arup and Partners Limited (Arup) to undertake an Infrastructure Delivery Plan (IDP) for the Local Authority Area of Staffordshire Moorlands. This IDP forms a key part of the SMDC Local Plan evidence base.

The IDP brings together data and the views of expert stakeholders on matters such as current provision and infrastructure requirements; projected costs and funding mechanisms; and requirements for future provision to support the delivery of planned growth specified in the Local Plan. This will offer certainty regarding the infrastructure required to deliver the planned level of housing and employment growth within the District.

This version of the IDP represents a ‘Baseline Position’ which evaluates required infrastructure provision based on levels of growth set out in the adopted Staffordshire Moorlands Core Strategy. The Core Strategy is currently being reviewed alongside the production of a Site Allocations Document which will set out future development in greater detail. The IDP will be finalised in line with the Site Allocations DPD submission version, this will be submitted alongside the Site Allocations DPD as the IDP: Final Issue.

The IDP examines the quality and capacity of the following types of infrastructure: transport; education; utilities; telecommunications; flood risk and drainage; waste management; green infrastructure; sport, leisure and recreation; health; emergency services; and community and cultural provision. The IDP identifies the ability of each type of infrastructure to support the delivery of housing and employment growth across the District’s towns and large villages.

Approach

This IDP builds on the themes of the previous Staffordshire Moorlands Infrastructure Plan (2012) which informed the production of the Core Strategy. Arup agreed the types of infrastructure to be assessed with SMDC. The current level of provision, its fitness for purpose and any planned provision were established through engagement with key stakeholders, with input from SMDC, Staffordshire County Council, North Staffordshire and Stoke Clinical Commissioning Group, Cheshire East Clinical Commissioning Group, and utilities providers. Gaps in provision to meet the proposed growth set out in the Core Strategy were identified, and committed and allocated funding streams were identified in order to determine gaps.

Recommendations

Based on analysis of current infrastructure and details of planned infrastructure set out in Chapter 15, the overall conclusion is broadly that the distribution of growth in the Core Strategy can be supported by current and planned infrastructure.

Schemes are identified which align with the spatial distribution of growth proposals in the Core Strategy and there are no significant constraints to the level of growth proposed.

The Core Strategy specifies growth levels for four spatial areas: the three towns of Leek, Biddulph and Cheadle and the District's rural areas. To support the specified levels of growth in each, the Infrastructure Delivery Programme identifies a number of interventions. These are summarised as follows:

- In Leek, the main interventions relate to transport, education and health. These include new link and access roads, greater first and middle school provision and expansion of GP surgeries.
- In Biddulph, the main interventions relate to transport, education, management of flood risk, recreation and health. These include improved bus and cycle services, greater primary, middle and high school provision, increased measures to prevent surface water flooding and new facilities for young people.
- In Cheadle, the main interventions relate to transport, education and recreation. These include two new link roads, improved connectivity to Blythe Bridge, greater primary and high school provision and new park and play space.
- In the larger villages within rural areas, the main interventions relate to transport, management of flood risk and community and cultural. These include additional parking at Blythe Bridge station, diverting watercourses around Lower Tean and Brown Edge and securing the transition of libraries in Blythe Bridge and Werrington to community management.

Funding

The IDP identifies three categories of complementary infrastructure funding sources: grants and subsidies; local revenue generation; and equity and debt. It identifies the sources which make up these categories and which forms of infrastructure they are able to fund. It also identifies lead delivery agencies for each recommended infrastructure intervention.

Essential infrastructure is largely funded by statutory bodies for health and education, through the Government for some telecommunications schemes and through District and County capital plans. Grants and subsidies include Local Enterprise Partnership (LEP) funding for housing and transport. SMDC can also secure funding through Section 106 agreements and the Community Infrastructure Levy (CIL), although these sources cannot be used to fund maintenance budgets. Disposal and reorganisation of assets can be used to fund maintenance budgets and reduce costs, and it is recommended that SMDC complete an audit of assets to identify whether disposal could contribute to infrastructure investment.

Risks to delivery

The IDP identifies a number of risks to the delivery of key infrastructure. These include the availability of funding and prioritisation of schemes in the District at County and Regional level, reductions in local authority budgets and changes to Section 106 regulations and the ability to ‘pool’ developer contributions. While the latter should be addressed when the CIL is adopted, these risks mean that SMDC will need to decide on priorities for infrastructure delivery taking account of infrastructure investment cycles and the timing and phasing of new development.

Next steps

The IDP recommends that SMDC raises the profile of priority infrastructure with Staffordshire County Council; secures developer contributions through an adopted CIL; identifies future investment opportunities associated with the Northern Gateway¹ and continues close working with partners to prioritise the delivery of strategic infrastructure. This will ensure that infrastructure is in place within the planned timescales to support delivery of the Site Allocations DPD.

¹ Northern Gateway is a development initiative which aims to drive economic growth in the area to the south of the Northern Powerhouse, including Staffordshire

1 Introduction

1.1 Overview

Staffordshire Moorlands District Council (hereafter known as ‘SMDC’) has commissioned Ove Arup and Partners Limited (Arup) to undertake an Infrastructure Delivery Plan for the Local Authority Area of Staffordshire Moorlands. Although the Infrastructure Delivery Plan covers only the area within Staffordshire Moorlands, it forms part of wider commission for a ‘Study of the Development Capacity, Viability and Community Infrastructure Levy’ across both High Peak Borough Council and Staffordshire Moorlands District Council.

This Infrastructure Delivery Plan therefore forms a key part of the Staffordshire Moorlands Local Plan evidence base. Following the adoption of the Core Strategy in 2014, SMDC is preparing a Site Allocations Development Plan Document to complement a review of its Core Strategy. As work progresses on the Site Allocations Document, it will incorporate detail emerging from a review of the Core Strategy, and thus inform a single comprehensive Local Plan which covers the period 2016 to 2031.

As set out within the Core Strategy, an evolving ageing population, aspirations to strengthen the District’s sub-regional role and a need to meet objectively assessed housing and employment needs will all have a projected impact on the provision, quality and capacity of infrastructure within the District. Analysis and conclusions within the Infrastructure Delivery Plan will therefore assess the suitability of the current provision and the extent to which various infrastructure will be ‘fit for purpose’ to deliver future planned growth.

By bringing together data and the views of expert stakeholders on matters such as current provision and infrastructure requirements, projected costs and funding mechanisms, the role of the Infrastructure Delivery Plan will be to set out the infrastructure requirements necessary to support future growth within the District. Within the context of limited and diminishing Council funding, establishing an infrastructure evidence base document will ensure aligned investment decisions which have greatest effect and offer certainty to service providers, funders and developers.

1.2 Role of the IDP

The Purpose of the IDP is to ‘appraise the quality and capacity of infrastructure, and its ability to meet forecast demands across the towns and large villages identified within the Core Strategy’. The outcomes of this appraisal will be compiled within the Infrastructure Delivery Plan: a summary of the future infrastructure requirements, those responsible for delivering these schemes and funding sources which will be necessary to deliver each scheme.

To provide a technical evidence base which is suitable for informing the production of future stages of the combined Local Plan, the IDP has sought to understand:

- The current level of infrastructure within Staffordshire Moorlands, using the Staffordshire Moorlands Infrastructure Plan (2012) and emerging evidence base documents as an initial baseline.
- The level of planned infrastructure within the District – as set out in plans and strategies, and forthcoming strategies from organisations responsible for the delivery of planned infrastructure;
- Whether the current and planned infrastructure scheduled to be delivered will meet the requirements for Staffordshire Moorlands when set against the objectively assessed housing and employment needs and strategic aspirations – and subsequently whether a gap exists between supply and demand;
- The indicative costs associated with planned infrastructure provision and whether there is a gap between committed, allocated and required investment; and,
- The scale of the gap between committed, allocated and required investment in infrastructure and the potential means by which this gap could be bridged where no source has been identified. This is particularly important in light of declining Council funding and infrastructure spend.

In summary, the Infrastructure Delivery Plan will seek to address key infrastructure constraints, whilst offering certainty regarding the infrastructure required to deliver the planned level of housing and employment growth within the District.

1.3 Document Status within the Local Plan

SMDC consulted on the ‘Site Options and Development Boundaries’ in summer 2015. Alongside a review of the Core Strategy Policies, the ‘Preferred Options’ draft of the Site Allocations Document will form the basis of a new Local Plan and will be subject to consultation in April 2016. The production of this Infrastructure Delivery Plan will inform both the Preferred Options Local Plan and the Submission Version scheduled for publication in November 2016.

This version of the IDP represents a ‘Baseline Position’ which will be updated following the Site Allocations Preferred Options Consultation in April 2016. The role of the Baseline Position is to summarise the existing levels of built form, currently planned levels of infrastructure and high level conclusions for infrastructure requirements based on levels of growth set out within the adopted Core Strategy. The Infrastructure Delivery Plan will be updated following the Preferred Options Consultation to reflect refinements to the levels of growth to support the Publication Draft Local Plan.

1.4 Requirement for this IDP

There is a long-standing connection between infrastructure delivery, quality of life and growth in GVA and jobs. Indeed, there is increasing National Government support for the delivery of high-quality infrastructure provision to boost productivity and expand access to markets set out within the National

Infrastructure Plan². Infrastructure is needed to achieve the existing and emerging Spatial Aims within the Staffordshire Moorlands Core Strategy (March 2014) of creating sustainable settlements, meeting the needs of communities and encouraging a strong, prosperous and diverse economy.

The requirement for an Infrastructure Delivery Plan to support a Local Plan Evidence Base is set out within NPPF Paragraph 162³ and Paragraph 018 Local Plans of the National Planning Practice Guidance⁴.

National Planning Policy Framework

The National Planning Policy Framework (NPPF) is founded on delivering and achieving sustainable development. This means supporting strong and healthy communities, protecting and enhancing our natural, built and historic environment and contributing to building a strong, responsive and competitive economy by identifying and coordinating development requirements, including the provision of infrastructure.

Specifically in relation to infrastructure, the NPPF requires Local Planning Authorities to work with other authorities and providers to:

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

The NPPF also promotes the deliverability of planned infrastructure and timeliness with which this can be brought forward. Paragraph 173 states that plans should be deliverable and sustainable development requires careful attention to viability and costs in plan-making and decision-taking. Specifically in relation to infrastructure delivery, the NPPF Paragraph 177 states that:

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

National Planning Practice Guidance

The National Planning Practice Guidance (NPPG) provides an additional layer of guidance in relation to the delivery of infrastructure. Specifically, it requires Local

² HM Treasury (2014) National Infrastructure Plan.

³ National Planning Policy Framework (2012)

⁴ Planning Practice Guidance (2014) Local Plans

Authorities to set a proactive but realistic vision for their area, including what can be delivered in terms of infrastructure. Paragraph 18 of the Planning Practice Guidance Local Plans Section (Reference ID: 12-018-20140306) states that Local Planning Authorities should *'pay careful attention to providing an adequate supply of land, identifying what infrastructure is required and how it can be funded and brought on stream at the appropriate time; and ensuring that the requirements of the plan as a whole will not prejudice the viability of development'*.

The Practice Guidance also highlights the importance of early discussion with infrastructure and service providers is particularly important to help understand their investment plans and critical dependencies. It also highlights that local planning authority should also involve the Local Enterprise Partnership at an early stage in considering the strategic issues facing their area, including the prospects for investment in infrastructure. Staffordshire Moorlands District Council has been undertaking these conversations in-house and a number of stakeholder discussions, including the Economic Development Discussion, focussed on key publications by the LEP (such as the Strategic Economic Plan).

'The Local Plan should make clear, for at least the first five years, what infrastructure is required, who is going to fund and provide it, and how it relates to the anticipated rate and phasing of development. This may help in reviewing the plan and in development management decisions. For the later stages of the plan period less detail may be provided as the position regarding the provision of infrastructure is likely to be less certain. If it is known that a development is unlikely to come forward until after the plan period due, for example, to uncertainty over deliverability of key infrastructure, then this should be clearly stated in the draft plan.

Where the deliverability of critical infrastructure is uncertain then the plan should address the consequences of this, including possible contingency arrangements and alternative strategies. The detail concerning planned infrastructure provision can be set out in a supporting document such as an infrastructure delivery programme that can be updated regularly. However the key infrastructure requirements on which delivery of the plan depends should be contained in the Local Plan itself'.

1.5 Document Structure

The Infrastructure Delivery Plan has been structured as follows.

- **Chapter 2** reviews the Policy Context for an Infrastructure Delivery Plan in Staffordshire Moorlands.
- **Chapter 3** sets out the proposed methodology for undertaking and collating the Infrastructure Delivery Plan.
- **Chapters 4 to 14** considers each infrastructure theme in turn, reviewing the current provision within the District, followed by any planned schemes and the implications of development on these infrastructure themes.

- **Chapter 15** sets out the comprehensive delivery programme for Infrastructure within Staffordshire Moorlands.
- **Chapter 16** reviews potential funding sources which may be applicable in the delivery of infrastructure.
- **Chapter 17** summarises the conclusions and recommendations going forward.

2 Understanding of Policy Context

2.1 Introduction

The following section outlines the local planning policy context for infrastructure planning in Staffordshire Moorlands and strategic aspirations of the Stoke-on-Trent and Staffordshire Local Enterprise Partnership.

2.2 Staffordshire Moorlands Local Policy Context

The Development Plan for Staffordshire Moorlands comprises the adopted Core Strategy (2014), and the development boundaries within the 1998-version of the adopted Staffordshire Moorlands Local Plan. The Development Plan also includes the Minerals Local Plan (adopted 1999), the Waste Local Plan (adopted 2002) and the Biddulph Town Centre Area Action Plan (AAP). In addition, there are a number of supporting Supplementary Planning Documents, although these are not part of the development plan. A summary of the Core Strategy and the Biddulph Town Centre AAP is set out in section 2.2.1.

Staffordshire Moorlands is now progressing its Site Allocations Development Plan Document, which will support an early review of the Core Strategy, to deliver a single comprehensive Local Plan. The Council consulted on the Site Options draft of the Site Allocations DPD in Summer/Autumn 2015, and therefore this draft has largely informed the progression of this Infrastructure Delivery Plan.

It is important to note that part of Staffordshire Moorlands falls within the Peak District National Park. This area falls under the planning remit of the Peak District National Park Authority rather than Staffordshire Moorlands District Council, and is therefore not dealt with as part of this Infrastructure Delivery Plan.

2.2.1 Development Plan

Staffordshire Moorlands Core Strategy, adopted 2014

The existing Core Strategy was adopted in March 2014 and covers the future development strategy of the area of Staffordshire Moorlands outside of the Peak District National Park. The vision for the future of Staffordshire Moorlands is founded on the delivery of sustainable and balanced communities with an excellent quality of life, with a diversified economy and regeneration assisted by tourism. It seeks to better meet the needs of all sectors of the community and ensure a high standard of design and quality environment within the three principal market towns of Leek, Cheadle and Biddulph as the focus of growth in the area.

Objectives and priorities within the Core Strategy are defined across four spatial areas: the towns of Leek, Biddulph and Cheadle, followed by the remaining rural areas. The Core Strategy identifies:

- **Cheadle** is identified as a market town in the south of the District, which is expected to accommodate increased levels of growth to expand the role. The proposed growth strategy for Cheadle will result in comprehensive review of proposals for the town, including a phased release of land and related infrastructure provision.
- **Biddulph**, a market town within the west of the District, is planned to accommodate limited levels of growth as a result of its proximity to the main urban area of Stoke-on-Trent. Priorities will be focused on improving the local housing market, range of local community facilities and expanding the employment and visitor offer within the town. There will also be a focus on regeneration and enabling development in Biddulph East.
- **Leek**, the largest market town in the District which exists outside of the Peak District National Park, is identified for growth as a principal service centre with a high proportion of the District's jobs and good transport links. Key opportunity sites at Churnet Works⁵ and Cornhill⁶ were considered to be the major drivers for urban renaissance and change.
- **Rural Areas**, there is very limited levels of growth planned for the rural areas within the District. Development will be focussed within the larger villages where it can be accommodated. Larger villages are identified as Alton, Biddulph Moor, Blythe Bridge & Forsbrook, Brown Edge, Cheddleton, Endon, Ipstones, Kingsley, Upper Tean, Waterhouse, Werrington and Cellarhead and Wetley Rocks.

⁵ Churnet Works Key Opportunity Site Employment

⁶ Cornhill Strategic Site may be suitable for employment, tourism or leisure uses.

Figure 1: Map showing Staffordshire Moorlands District Boundary



The Core Strategy states that provision will be made for **6,000 additional dwellings** to be completed between 2006 and 2026, phased in five-year periods with net completion rates rising to 400 per year by 2021-2026. Development will be distributed as set out within Table 1. Provision will be made for at least **24 hectares of additional employment land** by 2026 along with new retail, transport, recreational, community and tourism facilities and services to meet settlement needs.

Table 1: Distribution of Development within the Staffordshire Moorlands Core Strategy

	Dwellings	Actual Provision	Employment (ha)
Leek	30% (1,800)	1,823	30% (7.2)
Biddulph	20% (1,200)	1,186	20% (4.8)
Cheadle	22% (1,320)	1,282	20% (4.8)
Rural Areas	28% (1,680)		30% (7.2)

The Core Strategy was supported by the Infrastructure Delivery Plan (2012)⁷, which identified a new police station and primary school in Cheadle as key infrastructure priorities to deliver in the periods 2006-2016 and 2021-2026 respectively. In Biddulph, priority improvements included the development of a Sports Village between 2011 and 2016. Development of similar leisure facilities in Leek was also a priority, as well as a Community Arts and Cultural Facility to be built between 2011 and 2016.

Biddulph Town Centre Area Action Plan, adopted 2007

The Biddulph Town Centre Area Action Plan (AAP) was adopted in February 2007. It aims to consolidate the town centre within the existing primary retail area and support environmental and heritage assets. In terms of infrastructure, it aims to discourage through traffic from using the high street, improve footpaths and implement new cycle routes and facilities.

Supplementary Planning Documents

Leek Town Centre Masterplan SPD (2014)

The Leek Town Centre Masterplan was adopted as a Supplementary Planning Document (SPD) in March 2014. It aims to redevelop vacant land and property, increase resident and visitor expenditure and strengthen the town's role as a service and retail hub. Strategic objectives relating to infrastructure include improving transport provision and create new green infrastructure in the town centre.

Cheadle Town Centre Masterplan SPD (2014)

The Cheadle Town Centre Masterplan was adopted in January 2011. It aims to establish Cheadle as a local service centre for its surrounding rural hinterland, strengthening the town's individual character and diverse independent shops. Key issues include alleviating congestion, increasing parking provision, improving the immediate setting of key features and historic areas and capitalising on connections with key leisure sites such as Alton Towers.

Churnet Valley Masterplan SPD (2014)

The Churnet Valley Masterplan was adopted in March 2014. It aims to consolidate the area as a high quality landscape treasured by both residents and visitors. In terms of infrastructure, the plan supports the use of the Churnet Valley

⁷ Staffordshire Moorlands Infrastructure Plan (August 2012)

rail line as a heritage and tourist attraction and the re-opening of the line to Stoke-on-Trent and Leek for passenger and freight use.

2.2.2 Emerging Planning Policy

The Council is currently progressing the draft Site Allocations DPD, which will inform the Reviewed Core Strategy to form the comprehensive Local Plan when adopted. The Plan will include development boundaries in order to define the areas where appropriate development will be allowed. The consultation includes a 'Call for Sites'. The Local Plan will retain the vision and strategy from the Core Strategy Planning Evidence Base.

A summary of site options / preferred option will be added here following consultation.

2.3 Cross Boundary Infrastructure Priorities

The following section summarises the key cross boundary issues which could shape requirements for infrastructure delivery within Staffordshire Moorlands. Specifically, this considers the relationship of infrastructure provision within Stoke-on Trent, Newcastle-under-Lyme, Stafford, East Staffordshire, Cheshire East and Peak District National Park. The Infrastructure Delivery Plan is also informed by the requirements and priorities within the Stoke on Trent and Staffordshire Local Enterprise Partnership. Given that the High Peak and Derbyshire Dales Authorities only border the area of Staffordshire Moorlands in the Peak District and outside of the remit of this IDP, these are not included here.

2.3.1 Stoke on Trent and Staffordshire Local Enterprise Partnership

Staffordshire Moorlands falls within the area covered by the Stoke-on-Trent and Staffordshire Local Enterprise Partnership (LEP). The LEP aims to create 50,000 jobs and grow the economy by 50% over the next ten years by cutting red tape, improving access to finance and establishing enterprise zones.

Stoke-on-Trent and Staffordshire LEP's Strategic Economic Plan (SEP), prepared in 2014, forms the overarching strategic document for the Local Enterprise Partnership and covers the period to 2030. The LEP has established its governance arrangements in anticipation of funding coming forward from European, national, regional and local bodies.

As the area with the highest level of employment in tourism and leisure, Staffordshire Moorlands is central to the LEP's sector-led growth priorities of increasing the volume of overnight stays and increasing awareness of Staffordshire as a destination for a short break.

2.3.2 Neighbouring Local Plans

City of Stoke-on-Trent Local Plan

Stoke-on-Trent adopted a joint Core Spatial Strategy with Newcastle-under-Lyme in October 2009. It seeks to deliver 5,100 new dwellings by 2026 in the Stoke Outer Urban Area, the area which borders Staffordshire Moorlands. It aims to concentrate development within existing urban areas and identified renewal areas. The majority of the city's boundary with Staffordshire Moorlands lies within the Green Belt, and is therefore protected against inappropriate development.

Newcastle-under-Lyme Local Plan

The joint Core Spatial Strategy seeks to deliver a maximum of 900 new dwellings by 2026 in the rural areas around Newcastle-under-Lyme, which include the narrow border that the district shares with Staffordshire Moorlands. This area is predominantly protected by Green Belt and the Core Spatial Strategy seeks to locate the new dwellings exclusively on brownfield land, meaning that they are unlikely to influence infrastructure in Staffordshire Moorlands.

Stafford Local Plan

Stafford Local Plan was adopted in June 2014. It seeks to retain and enhance the character of the towns of Stafford and Stone and the rural areas. This will involve high quality development in sustainable locations, prioritising brownfield sites and land not of high environmental value.

Provision will be made for 500 dwellings and 8 hectares of employment land per year over the plan period of 2011-2031, totalling 10,000 dwellings and 160 hectares of employment land. This will include 7,000 dwellings in Stafford Town. Measures will be taken to protect the Cannock Chase Special Area of Conservation (SAC), with any housing development within 15km of the site having to take steps to mitigate any adverse impacts on the SAC.

Cross-boundary issues with Staffordshire Moorlands include the future of Blythe Vale as a Strategic Employment Site, the closure of the Creda factory in Blythe Bridge and the impact of Stafford's growth aspirations on the local housing market in the south of Staffordshire Moorlands. The two districts also share key transport links such as the A50 and the Stoke-Stafford rail line.

East Staffordshire Local Plan

East Staffordshire Local Plan was adopted in October 2015. It seeks to deliver growth through the concentration of development in the main urban areas of Burton-upon-Trent and Uttoxeter and the protection of natural assets. It will prioritise development on brownfield land and allow controlled growth to the south and west of the two main urban areas, as well as on a limited number of sites in smaller settlements.

The Local Plan indicates that 11,648 dwellings will be provided over the plan period of 2012-2031. This will be delivered at a rate of 466 dwellings per annum for 6 years up to 2017/18 and 682 dwellings per annum for the remaining 13 years up

to 2030/31. Provision will also be made for 40 hectares of employment land, consisting of 30 hectares of new provision and 10 hectares of continued provision.

Staffordshire Moorlands Core Strategy identifies key cross-boundary issues including the need for a complementary approach to the districts' rural economies, the importance of tourism links such as Alton Towers and Uttoxeter and the growth of Uttoxeter impacting upon Cheadle town centre.

Cheshire East Local Plan

Cheshire East are currently producing a Local Plan which will replace saved policies from the three borough Local Plans. Congleton, the nearest service centre to Staffordshire Moorlands, is allocated for 3,500 new dwellings by 2030 in the draft Local Plan Strategy, although 2,200 of these will be on strategic sites and locations on the far side of the town. The majority of the authority's boundary with Staffordshire Moorlands is protected by Green Belt designation.

Peak District National Park Local Plan

The Peak District Core Strategy was adopted in October 2011. It identifies the area within Staffordshire Moorlands and bordering the local planning authority as part of the South West Peak. Strategic objectives in this area seek to consolidate services and encourage development of affordable homes for local need.

3 Methodology

3.1 Scope of the Infrastructure Delivery Plan

This IDP builds on the themes within the Staffordshire Moorlands Infrastructure Plan (2012) which informed the production of the Staffordshire Moorlands Core Strategy. The following types of infrastructure have therefore been agreed with Staffordshire Moorlands District Council to be assessed.

Table 2: Infrastructure Themes

Report Chapter	Infrastructure Types	Sub-criteria
4	Transport	Highways and Roads, Rail, Bus, Walking and Cycling.
5	Education	Primary Education, Secondary Education and Higher Education.
6	Utilities	Electricity, Gas, Water Supply, Waste Water
7	Telecommunications	Fixed Voice, Broadband and Wi-Fi, Mobile and TV Distribution.
8	Flood Risk and Drainage	Fluvial and Surface Water
9	Waste Management	Waste Management
10	Green Infrastructure and Open Space	Open Spaces, Play Areas and Allotments.
11	Sport and Recreation	Sports and Playing Pitches.
12	Community and Cultural	Community Groups, Cemeteries, Libraries
13	Health	Primary Care and Secondary Care
14	Emergency Services	Police, Fire and Rescue, and Ambulance

3.2 Broad Stages of Assessment

The IDP undertakes a review of these infrastructure themes through the following four broad stages. Analysis of infrastructure themes against Stage 3 will evolve as the Site Allocations Development Plan Document progresses to the next Consultation Draft.

Stage 1: Confirm current provision and if it is currently suitable for purpose

This Stage of the Infrastructure Delivery Plan collates existing levels of infrastructure provision within Staffordshire Moorlands and examines whether it is adequate to meet the needs of the current population.

This has been undertaken through a qualitative assessment of current infrastructure and its spatial distribution, which is guided by the planned distribution of growth within the Core Strategy (for example, Cheadle, Leek, Biddulph and Rural Areas). This stage was principally based on an extensive review of secondary data sources, however analysis has been supplemented by

discussions with key stakeholders and local service providers to understand if existing facilities are ‘fit for purpose’.

Stage 2: Planned and Programmed Infrastructure Provision

This stage seeks to understand existing planned infrastructure provision up to the end of the Plan Period. Existing planned infrastructure may include those schemes identified within the Infrastructure Plan (2012) and whether these have plans for implementation. This includes references to how planned infrastructure could meet gaps in current provision.

Stage 3: Identify Gaps in Infrastructure Provision to meet Spatial Growth Aspirations within Staffordshire Moorlands by 2031

As required by the NPPF and Planning Practice Guidance, the aim of the IDP is to consider the infrastructure needed to support the level of growth proposed within Staffordshire Moorlands Core Strategy, and the distribution of this growth as identified within the Staffordshire Moorlands Draft Site Options DPD. Gaps in provision have been analysed by the spatial geographies within the Core Strategy, and the broad direction of sites within the Site Options.

Beyond gaps in current provision, the IDP also considers how future growth may contribute to infrastructure needs, whether planned schemes will address needs, or whether these generate additional requirements.

Stage 4: Identifies Committed and Potential Funding Sources to Deliver Required Infrastructure

The final section of the IDP analyses the committed and allocated funding streams which are available to deliver the infrastructure schemes identified. This section has also established the cost of bridging the gap in infrastructure provision required to deliver planned housing and employment growth.

Both schemes and likely infrastructure gaps emerging within Stage 2 and Stage 3 of the Infrastructure Delivery Plan have been categorised based on their spatial implications, and the extent to which infrastructure is required to make development acceptable.

Table 3: Spatial Implications and Requirement Extent of Infrastructure

Spatial Scale	Extent to which Infrastructure is deemed required
District Level Infrastructure which is considered to be a priority at a District Level and have District-level benefits.	Essential Infrastructure Infrastructure which is necessary to make development acceptable in planning terms.
County Level Infrastructure which is considered to be a priority at a County Level, and have County-level benefits	Desirable Infrastructure Infrastructure which improves the existing levels of capacity and generally which delivers place-making benefits.

3.3 Development Quantity Assumptions

The Infrastructure Delivery Plan considers the infrastructure needed to support the level of growth proposed for Staffordshire Moorlands to 2031, as identified within the Core Strategy and emerging draft Site Options DPD. It is important to note that this evidence base document has been produced at a specific point during the Local Plan review. The overall quantum of development, Plan Period and selection of sites is likely to evolve as the Plan progresses.

To allow for meaningful discussion with key Infrastructure Stakeholders and the draft Infrastructure Delivery Plan to progress, it was necessary to confirm the interim agreed assumptions for the scale of development and therefore its impact on infrastructure provision. Staffordshire Moorlands District Council confirmed that it would be necessary to use the planned levels and distribution of growth within the adopted Core Strategy. The Core Strategy seeks to plan for an additional 6,000 homes and 24 hectares of employment between 2006 and 2026. The emerging Site Allocations DPD and revision of the Local Plan will strategically plan for the growth of Staffordshire Moorlands up to 2031. Table 4 sets out the housing need requirements, and associated distribution, within the Core Strategy and Site Allocations DPD.

Table 4: Housing and Employment Requirements within the Core Strategy DPD

Spatial Distribution	Core Strategy (Plan Period 2006-2026)	
	Housing Target and Distribution	Employment (ha)
Leek	30% (1,800)	30% (7.2)
Biddulph	20% (1,200)	20% (4.8)
Cheadle	22% (1,320)	20% (4.8)
Larger Villages	28% (1,680)	30% (7.2)

4 Transport

4.1 Information Sources

This section covers the highway, passenger rail, freight rail, cycling and pedestrian improvements. The following sources of information have been used to populate this chapter:

- Discussion with officers in Staffordshire County Council Transport team;
- Written responses from Network Rail and Highways England;
- Staffordshire Moorlands District Integrated Transport Strategy, 2013-2031 (2013);
- Churnet Valley Masterplan – Transport Study (2013);
- Staffordshire Local Transport Plan (2011);
- Churnet Valley Accessibility and Connectivity Study (2011); and
- North Staffordshire Connectivity Report (2010).

4.2 Current Infrastructure and Journey Patterns

The following section considers the provision of highways and rail infrastructure, public transport and walking and cycling.

4.2.1 Highways

In terms of the strategic road network, the only trunk road that runs through the Staffordshire Moorlands is the A50 (T) which runs between Stoke and Derby and passes through the southern tip of the district. **Access to the M6 from the district is at junctions 15 and 16 via the A500 which can be accessed from the A50 (T), A52 and A53, all of which form important east-west links through the district linking the North Staffordshire conurbation with the Peak District. Other important links include the A523 linking Cheshire and Derbyshire, the A527 to the North Staffordshire conurbation, and the A520, A521 and A522 which all provide access to the A50 (T).**

In terms of the three main towns within the District, existing highways provision consists of:

- **Leek** is the meeting point for a number of A roads including the A53 connecting the town to Stoke to the south west and Buxton to the north east, the A523 connecting to Macclesfield to the north west and the A52 to the south east. These roads converge in the centre of Leek forming an informal gyratory system around the main commercial areas.
- **Biddulph** is predominantly served by the A527 which runs north to south through the town and has recently been upgraded to form an effective bypass away from the main residential areas.

- **Cheadle** is the meeting point for a number of minor A and B roads, including the A521 and A522, which converge in the town centre as a one-way gyratory system.

4.2.2 Rail

There is only one rail station within the district at Blythe Bridge on the North Staffordshire line served hourly by East Midlands Trains. The station at Blythe Bridge provides connectivity to the wider strategic network, most notably the Manchester branch of the West Coast Main Line (WCML) at Stoke, and the Midland Main Line (MML) at Derby.

The District also contains the Churnet Valley Railway, a heritage line running between Cheddleton and Kingsley & Froghall.

4.2.3 Public Transport

Daily bus services provide links within the main towns of Leek, Biddulph and Cheadle, and inter-urban links to Stoke-on-Trent and neighbouring towns in Cheshire, Derbyshire and East Staffordshire. In addition, Moorlands Connect provides an on-demand, flexible service linking the more rural parts of the District into the main towns. Details of bus services for the three key towns are highlighted below.

Leek

Figure 2: Leek Bus Services

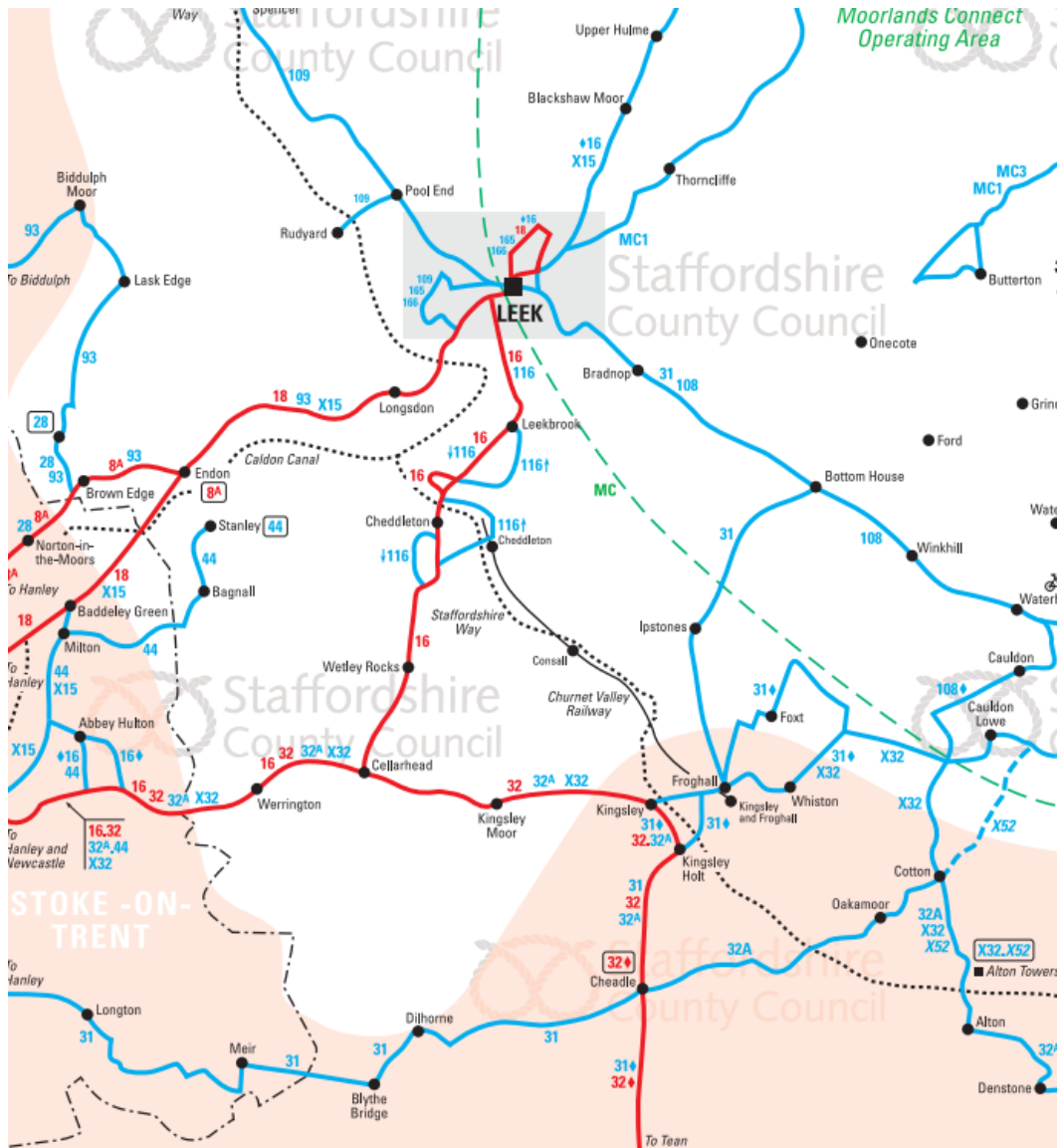


Table 5: Leek Selected Frequencies

Service	Leek to...	Weekday Daytime Frequency (per hour unless stated)
16	Hanley (via Cheddleton)	2
18	Hanley (via Endon)	3
30	Cheadle	7 per day (from 12 th June 2016)
93	Biddulph	1 every 2 hours
108	Ashbourne	6 per day
109	Macclesfield	6 per day

Biddulph

Figure 3: Biddulph Bus Services

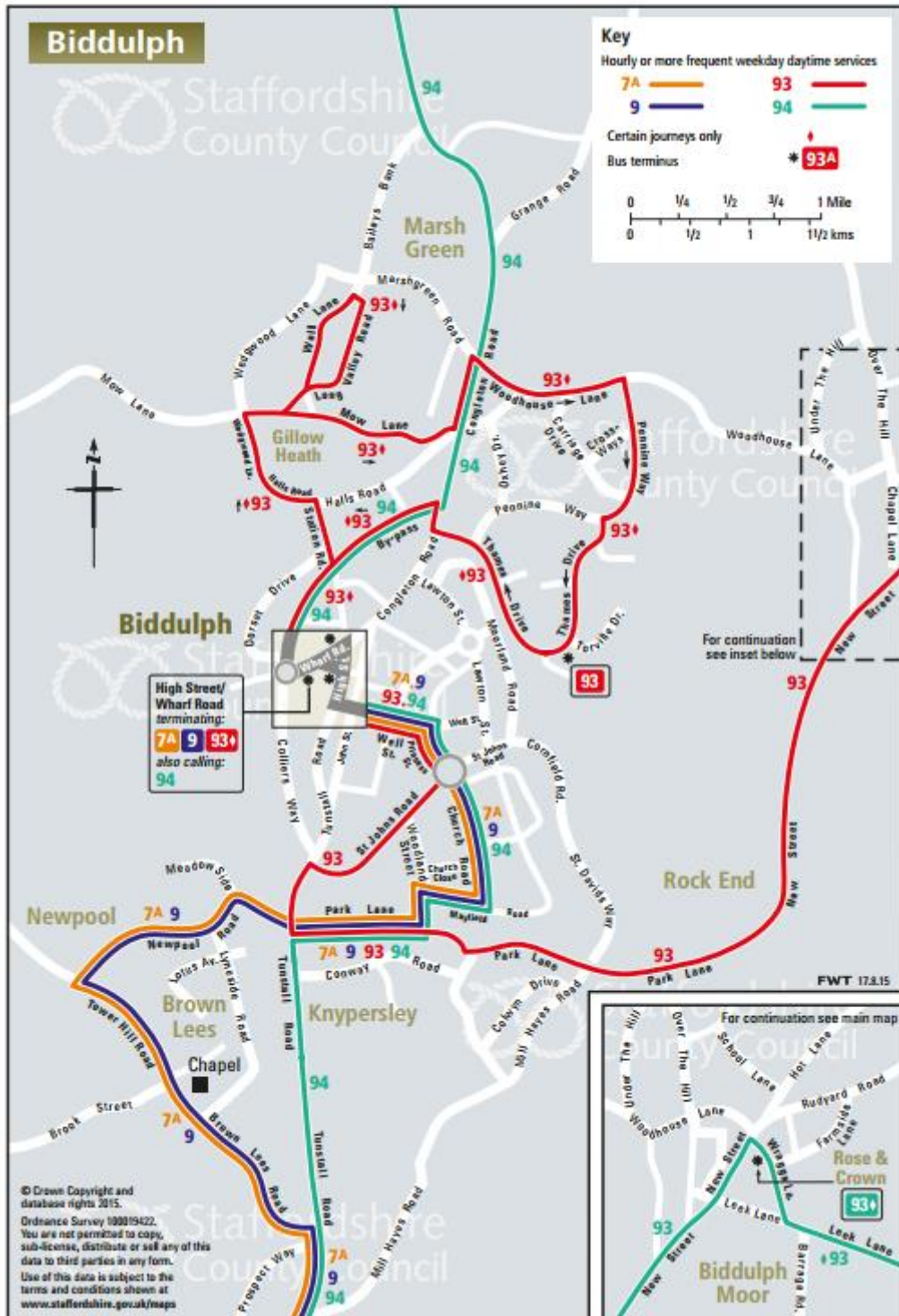


Table 6: Biddulph Selected Frequencies

Service	Biddulph to...	Weekday Daytime Frequency (per hour unless stated)
7A	Hanley	3

9	Hanley (via Bradeley)	2
93	Leek	1 every 2 hours
94	Newcastle	1
94	Cheadle	1

Cheadle

Figure 4: Cheadle Bus Services

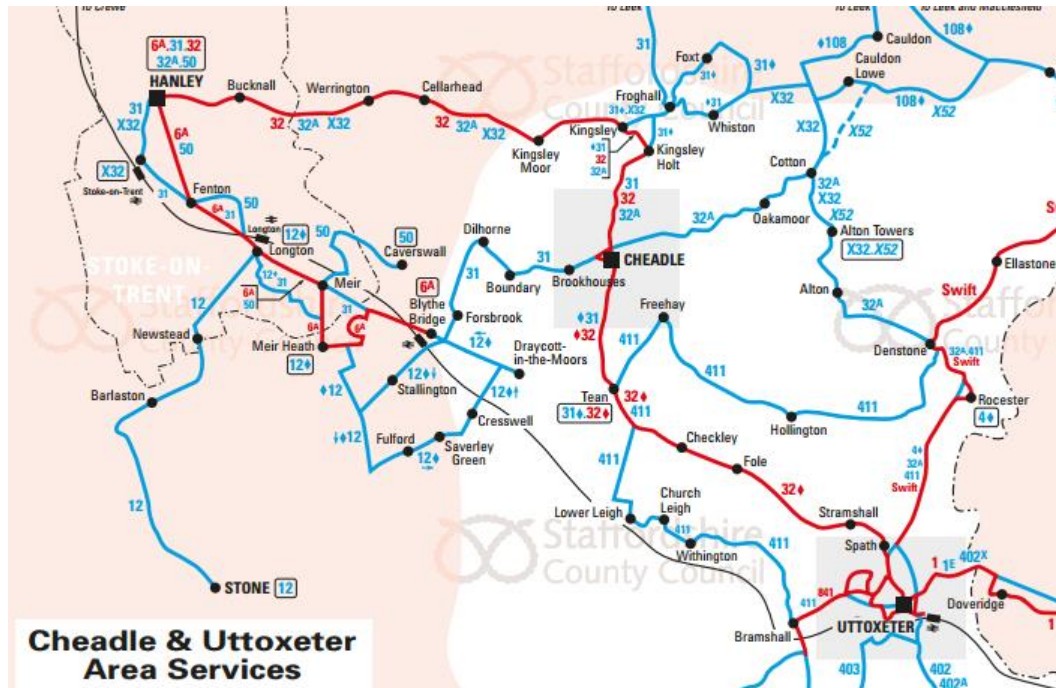


Table 7: Cheadle Selected Frequencies

Service	Cheadle to...	Weekday Daytime Frequency (per hour unless stated)
30	Leek	6-7 per day (from 12 th June 2016)
31	Hanley via Blythe Bridge & Longton	3 per day (from 12 th June 2016)
32/32A	Hanley via Werrington	2-3
32	Uttoxeter	1
32A	Uttoxeter via Alton Towers	4 per day

4.2.4 Walking and Cycling

The main strategic walking route that passes through the district is the Staffordshire Way which runs parallel to the River Churnet. Other less prominent walking routes are provided for specific attractions, and pedestrian provision within the three key centres is designed to maximise the walking mode share.

The district has only small designated sections of the National Cycle Network (NCN) within it, including Route 549 connecting Hurdlow in the Peak District and Etwall.

Acceptable distances for commuting are generally considered to be 2km for walking and 5km for cycling although the government has moved away from using these statistics as it discounts other factors such as severance and topography. The latter of these is a major issue in Staffordshire Moorlands as it is generally perceived that the topography is a major barrier to walking and cycling.

Leek

The built up area of Leek is approximately 1km from north to south and 3km from east to west. This means that it sits well within the recommended 5km for cycle commuting and only those who live at one end and work at the opposite end would be above the 2km threshold for walking.

Biddulph

The built up area of Biddulph is approximately 2km from north to south and 2km from east to west. This means that it sits well within the recommended 5km for cycle commuting and most residents are likely within the 2km threshold for walking.

Cheadle

The built up area of Cheadle is approximately 2km from north to south and 1.5km from east to west. This means that it sits well within the recommended 5km for cycle commuting and most residents are likely within the 2km threshold for walking.

4.2.5 Journey to Work Data

This section summarises the most common flows into and out of Staffordshire Moorlands by interrogating the 2011 Census ‘Journey to Work’ data.

The dataset that has been interrogated is WU03UK – Location of usual residence and place of work by method of travel to work. The top 10 flows have been presented for Staffordshire Moorlands residents and mode shares presented for car driver, car passenger, bus, train, bicycle and on foot.

Table 8: Journey to Work Data for Staffordshire Moorlands Residents

Destination / Place of Work	Total	Car Driver	Car Passenger	Bus	Train	Bicycle	On foot
Staffordshire Moorlands	15,393	66%	7%	2%	0%	2%	22%
Stoke-on-Trent	9,529	86%	6%	5%	0%	1%	1%
Cheshire East	3,668	88%	6%	2%	1%	1%	1%

Newcastle-under-Lyme	2,143	91%	5%	3%	0%	1%	0%
East Staffordshire	1,669	87%	7%	2%	0%	1%	1%
Stafford	1,581	90%	4%	1%	0%	1%	3%
Derbyshire Dales	444	91%	6%	1%	0%	1%	1%
High Peak	345	90%	6%	1%	0%	0%	1%
Manchester	266	63%	2%	2%	32%	0%	0%
Derby	252	83%	5%	3%	4%	0%	5%

The data reveal that car is the dominant mode share with combined mode shares of over 90% for all destinations except for Manchester due to its higher train mode share and within Staffordshire Moorlands where trips are likely to be much shorter. The high number of trips to Stoke highlights the importance of key corridors such as the A50 (T), A52 and A53 and to Cheshire East the importance of the A500 to Crewe, the A523 to Macclesfield and the M6 at a more strategic level.

The public transport mode share is generally low at between 2 and 3% for bus usage with trips to Stoke / Hanley the main exception at 5%. This type of journey is linked to 'on foot' or 'bicycle' modes, particularly for journeys to work over longer distances.

The cycling mode share is very low to all destinations, even for trips within Staffordshire Moorlands.

4.3 Fitness for Purpose

4.3.1 Key Towns

Leek

In terms of the highway network in Leek, it is generally considered to be fit for purpose. Discussions with Staffordshire County transport officers has identified some routes which have periods of congestion, such as the A520 approach from the south. However, the highway network is broadly considered to operate within capacity with only short queues at key junctions during the peak periods. There is some pressure on the A53 / Junction Road junction and in the town centre suggesting that there may be a strategic case for a new link between the A520 and A53 but the level of congestion is considered to be typical for a market town of this size where many key junctions are constrained by buildings. Staffordshire County Council considered, however, that there is no clear strategic case for the link road between the A520 and the A53 although it could be considered locally

desirable. Access to potential employment development sites in the area remains a priority.

Stockwell Street has been identified as a route which could benefit from improved public realm and an upgraded pedestrian environment with an increased number of crossings. The case for this is enhanced by the planned expansion of the college campus and the perception that sustainable connectivity from the north to the town centre could be improved. This same point applies to sustainable connectivity to the town centre from the south and the east should developments be brought forward in these areas.

There is also a lot of on-street parking in the town to the detriment of public realm and sustainable accessibility.

In terms of public transport there is currently a good connection between Leek and Hanley with services 16 and 18 combining to form 5 services per hour which is considered adequate but may need enhancing as future development comes forward in Leek. Once sites have been selected through the Site Allocations Preferred Options DPD, the adequacy of services can be confirmed.

For active travel the size and scope of the cycle network is dictated by the fact that there is little demand for cycling, anecdotally due to the topography. The Journey to Work data backs up this assumption with just 2% of those who both live and work in Staffordshire Moorlands using bicycle as their primary commuting mode. There is a perception that the network provision has scope for improvement, and indeed the £1.75m of funding secured from the DfT Community Linking Places Fund for the recently completed Staffordshire Moorlands Link highlights the desire to make such improvements. However, the value of such improvements, and their ability to promote mode shift to cycling will always be restricted by the local topography. The same is true for walking where network permeability is an issue, particularly across busier roads. This means that despite the majority of residents who work in the town living within the recommended cycling and walking threshold distances, the active travel mode shares remain low. Despite these difficulties it is important that the District continue to promote active travel and as stated in the Integrated Transport Strategy Staffordshire Moorland's Health and Wellbeing Agenda 'will be supported through capital investment in walking and cycling'.

Biddulph

In terms of the highway network the bypass (A527) is relatively new and was a major investment for the area so is unlikely to require upgrade work in the near future. This is validated by the fact that there are no perceived capacity issues on the A527 with only light queuing in the peak periods. The public realm is also of a high quality due to recent investment from Sainsbury's. For these reasons the highway network around Biddulph is considered fit for purpose.

There are good public transport links to Hanley with services 7A and 9 combining to provide 5 buses per hour, and reasonable links to Congleton with the D&G 94 service running every hour. However, there is scope for improving frequencies as well as the reach of services within Biddulph should certain developments be brought forward.

There is a desire to maximise the use of sustainable modes in and around Biddulph, particularly given the compact size of the town, but there are a number of obstacles to achieving this. The topography is a known barrier to increasing cycle use and there are some permeability issues, including pedestrians needing to cross a cycleway to access the centre from the west.

Cheadle

The highway network in Cheadle is centred on a one-way system designed to assist the flow of traffic around the town centre. However this creates some capacity issues, particularly at peak times, with the Chapel Street / Tape Street junction perceived as a congestion hotspot. As well as the traditional peak periods, traffic levels in Cheadle are seasonal with up to 50% of traffic accessing Alton Towers passing through the town. Congestion is also exacerbated by the close proximity to the A50 (T) and there is a perceived issue of high levels of traffic passing through the village of Tean on the A522. There are also a number of large employers located close to the town such as JCB who often operate large and abnormal loads but to mitigate against this they have invested heavily in highway improvements.

Despite all of this, a number of studies have shown only minor congestion issues with the evidence not always matching local perceptions. For this reason the highway network in and around Cheadle is broadly considered fit for purpose with acknowledgement that there are some localised congestion hotspots at peak times.

There is reasonable public transport provision but some key gaps in connectivity. Service 32/32A provides 2-3 buses per hour to Hanley but access to other locations is provided on a much more infrequent basis. There are only 3 bus services per day to Blythe Bridge for access to the rail station but these are not currently aligned to the rail timetable.

In terms of active modes, most of the schools and key services are located close to the centre of the town and the town is a relatively compact size which results in a reasonably high walking mode share. However, provision in places is poor due to a lack of permeability and narrow pavements. As is the case with the rest of the district cycling has a very low mode share outside of leisure uses due to the topography.

4.3.2 Larger Villages

Some of the larger villages have strong connections to the three main towns in the district due to their location on the main A-roads that cross the district.

Werrington, Cellarhead and Kingsley are located off the A52, Blythe Bridge and Forsbrook are located off the A50, Wetley Rocks and Cheddleton are located off the A520, Endon is located off the A53, Waterhouses is located off the A523 and Upper Tean is located on the A522. The other large villages in the district of Biddulph Moor, Alton, Brown Edge and Ipstones are less accessible as they are connected to the three main towns by B roads.

The bus network provides access from the larger villages into the main service centres and 'Moorlands Connect' offers a timetabled and 'dial a ride' service for the more rural locations to the North and North East of Leek. The journey to work

data shows there is a high dependence on car use as the main transport mode, one of the factors for this is the accessibility and frequency of public transport services to the more rural larger villages.

4.3.3 Strategic Network

Strategic Highway Network

The commuting patterns in the district are largely localised within the main towns with very little travel between them. There is some longer distance commuting, predominantly to Stoke (27% of the Moorlands resident workforce are employed in the North Staffordshire Conurbation), with small numbers also travelling to Manchester and Macclesfield to work.

Car mode share in the district is above the national average and there is a particularly high level of car use by commuters. Tourism in the Churnet Valley and increasing visitor numbers at Alton Towers also places additional strain on the network and the following congestion hotspots have been identified:

- A520 between Cornhill and Leek Town Centre;
- The junction of the A52 and A520 at Cellarhead;
- Various sections of the B5030/B5031/B5032 between Uttoxeter and Alton, including the junction in Denstone; and
- The junction of the A523 and B5053 at Bottomhouse.

However, many of these issues are seasonal and recent junction improvement schemes have improved the flow of traffic across the strategic network. For this reason the network is largely considered fit for purpose.

Rail

With only one main line station in the district the focus is on connectivity between the key towns and Blythe Bridge station and also further afield to Stoke. The other closest mainline stations located outside the district are Congleton and Buxton however the frequency and duration of bus services from the main towns means access by car to these stations is a more attractive option.

There are known issues with connectivity to Blythe Bridge from Cheadle where the services do not align well to the rail timetable and are infrequent. Connectivity into Stoke station is good with strong highway links via the A50, A52 and A53 and regular bus services from a number of destinations. Once at Blythe Bridge there are hourly services to Stoke, Crewe and Derby and from Stoke there are regular connections on the West Coast Main Line to Birmingham, Manchester and London. These strong connections to Manchester are highlighted by the data which shows a 32% mode share for commuters between the Staffordshire Moorlands and the city, albeit on a relatively low overall figure.

Public Transport

Public transport provision across the district is generally considered to be fit for purpose but there are some known issues which may require further consideration. These issues, along with very high car ownership levels, are likely the main reasons for the low public transport mode shares highlighted in the Journey to Work data. Principal amongst these is the fact that on some routes limited services and frequencies represent a barrier to increasing bus mode share, particularly linking the district to the North Staffordshire Conurbation. For example, although Leek and Biddulph both have 5 bus services per hour to Hanley, Cheadle only has 2-3 per hour. The threat of funding cuts for services is also a risk to future public transport provision.

There are also some gaps in public transport accessibility in rural areas and real time information for bus users in the district is poor quality or non-existent in many places.

Walking and Cycling

There are limited cycle routes in the district largely due to the topography and permeability of the network proving to be a constraint to anything but recreational cycling. Only the NCN55 runs through the heart of Biddulph providing a good off-road cycle route from Stoke. There is also an associated lack of infrastructure and facilities (i.e. cycle hire, cycle parking, signing etc.) and little integration between cycling and other sustainable modes including public transport.

Recreational walking is popular in the district and many commuters walk short distances to their place of work. However, pedestrians are not adequately provided for in all areas with a lack of network permeability. This results in low walking mode shares despite the relatively compact nature of the key centres.

Walking and cycling provision across the district is generally fit for purpose largely due to the topography resulting in a lack of appetite for widespread upgrades to the current offer. However, to increase the active travel mode share there are a number of areas that could be targeted. These include but are not limited to:

- The introduction of shared space on selected streets in and around town centres such as Edward Street in Leek;
- Tackling severance by improving pedestrian crossing facilities such as on Stockwell Street between the college and the town centre in Leek and the A527 in Biddulph;
- The widening of pavements to improve the pedestrian experience on key links in Leek, Biddulph and Cheadle;
- Enhanced cycle parking facilities in employment centres such as Biddulph to encourage more commuters to cycle; and
- Improvements to existing cycle routes or the provision of new routes particularly into town centres such as the proposed Pennine Way route into the centre of Biddulph.

4.4 Planned Schemes

4.4.1 Leek

- The **Cornhill Link Road** is an aspirational, estimated £6.5m scheme to link the A520 to the A53 to the south of Leek with both the strategic benefit of decongestion in Leek Town Centre and also local access benefits. A Transport Assessment has previously been written based on the Britannia site but would need to be reviewed. Whilst the link road would relieve some pressure on the A53 / Junction Road junction and the town centre, it is not considered to be of strategic value as a through-route. Delivery of the link road is therefore based on bringing forward significant mixed use developments to the south of the town. Re-positioning the link road as a site access scheme would reflect its current status and give the flexibility and added benefit of potential conversion to convert the road to a through route at a later date. Further work is needed to fully appraise the potential benefits.

Source: Staffordshire Moorlands District Integrated Transport Strategy, 2013-2031 (originally proposed in Staffordshire Moorlands District Council's Core Strategy)

- Enhancing the current **bus link between Leek and Hanley** would provide benefits for this important commuting route. The current split of 2 services per hour via Cheddleton and 3 per hour via Endon are well used and it is likely that demand would justify additional services, particularly if additional development is brought forward. This may also justify extending the route into new areas of Leek.

Source: Staffordshire Moorlands District Integrated Transport Strategy, 2013-2031

- **Reconfiguration of bus station** with associated access improvements to key town centre routes would allow services to operate more efficiently and promote public transport use through enhanced passenger experience.

Source: Staffordshire Moorlands District Integrated Transport Strategy, 2013-2031

- The possible **relocation of parking** would improve the public realm on key routes around the town centre and also reduce the congestion caused by on-street parking in busy areas.

Source: North Staffordshire Connectivity Report, 2010

- The aspirational scheme to introduce a **shared space on Edward Street** would provide an enhanced experience for all users of this busy road in the town centre.

Source: Short term improvements identified in Staffordshire Moorlands District Integrated Transport Strategy, 2013-2031

Long term aspiration from discussions with Staffordshire County Council Transport Team

- A scheme to deliver an **improved public realm and pedestrian environment on Stockwell Street** would encourage a greater level of walking in the town centre, particularly by improving the permeability between the town centre and the north of the town including the college campus.

Source: Discussions with Staffordshire County Council Transport Team

- The area around the Auction Mart in Leek is dominated by terraced housing with on-street parking and so a potential **new access road** from the proposed employment site in the vicinity of this area would provide benefits for both local residents and users of the Auction Mart.

Source: Discussions with Staffordshire County Council Transport Team

- The aspirational scheme to **extend the Churnet Valley Railway into Leek** is generally supported but it is widely perceived that the difficulty in delivering such a scheme would be in developing a business case and putting the funding in place.

Source: Churnet Valley Masterplan – Transport Study, 2013

- **Upgrading the canal towpath** would likely encourage more cycling but largely for leisure users rather than commuters.

Source: Staffordshire Moorlands District Integrated Transport Strategy, 2013-2031

4.4.2 Biddulph

- **Improved bus links to Hanley (Routes 9/7A) and Macclesfield (Route 94)** would provide enhanced connectivity for commuters on these important routes to employment centres.

Source: Staffordshire Moorlands District Integrated Transport Strategy, 2013-2031

- **Improved pedestrian connectivity in key locations**, particularly where routes suffer highway or cycle lane severance, would enhance the pedestrian environment in and around the town centre.

Source: Staffordshire Moorlands District Integrated Transport Strategy, 2013-2031

- The Victoria Business Park site, if brought forward would likely need a **new access road** on to the A527.

Source: Discussions with Staffordshire County Council Transport Team

- To the west of the town, **upgrade work on Akemoor Lane** is considered important for unlocking development sites in this area.

Source: Discussions with Staffordshire County Council Transport Team

- Cycle parking facilities in the town centre are likely to enhance sustainable travel mode shares, particularly for commuters looking to access key employment sites in the town centre.

Source: Staffordshire Moorlands District Integrated Transport Strategy, 2013-2031

4.4.3 Cheadle

- As outlined earlier in the chapter, there is a perceived congestion issue in Cheadle Town Centre. Evidence shows that, although not as bad as perceptions, there is localised queuing at key junctions on the one-way system. **Junction improvements at Chapel Street / Tape Street** would address one such hotspot and reduce queuing at peak times.

Source: Staffordshire Moorlands District Integrated Transport Strategy, 2013-2031 (with reference to Staffordshire Moorlands District Council's Cheadle Town Centre Masterplan)

- A strategy to **remove heavy vehicles at certain times of the day** (particularly from the High Street) would ease pinch points and likely reduce congestion in the town centre. This relatively inexpensive measure would be effective but would require wider stakeholder buy-in, particularly from employers and retailers on the High Street.

Source: Staffordshire Moorlands District Integrated Transport Strategy, 2013-2031

- **Improved pedestrian routes** including the widening of key pavements would allow a higher throughput of pedestrians and an enhanced experience.

Source: Staffordshire Moorlands District Integrated Transport Strategy, 2013-2031

- Alton Towers Long Term Plan (outlined below).
- **A potential new link road** to the A50 (T) to allow traffic to bypass the village of Tean is a long term aspiration with no identified funding or evidence base.

Source: Discussions with Staffordshire County Council Transport Team

- A long term aspiration to create a **Mobberley Farm Link Road** to allow south to west movements to bypass the town would likely have a minimal impact as this is considered to be a low demand movement. This would more likely take the form of new access roads from the A522 and A521 to new development sites that may eventually connect to form a new strategic link.

Source: Staffordshire Moorlands District Integrated Transport Strategy, 2013-2031

- **Improved public transport connectivity and interchange at Blythe Bridge** would likely encourage an increase in rail use. Both improving access to the station and ensuring any bus services are linked to the rail timetable are crucial if this long term aspiration is to be delivered.

Source: Improving access to station from Staffordshire Moorlands District Integrated Transport Strategy, 2013-2031

Improved interchange (linked to rail timetable) from discussions with Staffordshire County Council Transport Team

4.4.4 Other Areas

Highway

Alton Towers Long Term Plan to 2019 identifies a package of transport measures including:

- Route signing review
- Improvements to sustainable travel information via websites
- Minor junction and other highway improvements
- Access improvement works

Source: Alton Towers Long Term Plan, 2010-2019

- **Measures relating to opportunity sites in the Churnet Valley Masterplan** including junction modifications at the A52/Whiston Eaves Lane, Whiston and Cheadle Road/Uttoxeter Road, Blythe Bridge.

Source: Churnet Valley Masterplan – Transport Study, 2013

Rail

- An aspiration for **additional car parking at Blythe Bridge Station** will serve to encourage an increase in rail use to key destinations outside the district.

Source: Discussions with Staffordshire County Council Transport Team

- **HS2** – although there is no station proposed in Staffordshire, released capacity on the West Coast Main Line will provide opportunities for additional services and better local connectivity to key destinations. This is closely linked with the Northern Gateway proposals outlined below.

Source: The Strategic Case for HS2, 2013

- Although outside the District Boundary, a **development project** with additional car parking **at Stoke station** including a reopened entrance to platform 2 will enhance rail connectivity on the strategic national network.

Source: Discussions with Staffordshire County Council Transport Team

Public Transport

- **Measures relating to opportunity sites in the Churnet Valley Masterplan** include:
- Improved bus services serving Cornhill
- Improved public transport links between Cheadle and Blythe Bridge rail station

Source: Churnet Valley Masterplan – Transport Study, 2013

Walking and Cycling

- **Sustainable links from development sites to key destinations** are important in encouraging a shift away from private vehicles to more sustainable active travel modes.

Source: Various from Section 4.1

Wider Schemes

- The **Northern Gateway** proposals aim to deliver 120,000 new jobs at development sites on the A500 between Stoke and Crewe in an attempt to maximise the financial benefits of HS2 for the area. The regional HS2 station is likely to be sited at Crewe but through funding bids for improved road and rail links the Northern Gateway proposals should deliver strong economic growth for the area.

Source: Online (lepnetwork.net)

4.5 Impact of Proposed Development

Several schemes identified in this section are considered to be strategic schemes for the district which are required to unlock development land and support the delivery of development over the plan period up to 2031. This includes the Cornhill Link Road (which could take the form of an access road initially depending on expected demand) and the Auction Mart access road in Leek; the Victoria Business Park access road and the Akemoor Lane upgrade work in Biddulph; the Mobberley Farm link road (which could also take the form of an access road) in Cheadle; and station improvements including access and parking at Blythe Bridge.

Whilst there is a strong dependence on car use and public transport to travel around the district, within the three main towns and larger villages due to the compact nature of these settlements there is an opportunity to encourage mode shift towards walking and cycling as a means of linking new development to services and employment opportunities. However, it is acknowledged that these opportunities are hindered by the local topography meaning demand for active modes is naturally suppressed.

The majority of the transport schemes outlined in this chapter are desirable rather than essential and so the impacts on congestion and hence mode share and air quality will be limited. However, many of the schemes will have a local impact on public realm, pedestrian access and safety, and public transport accessibility and so pursuing them will have significant local benefits.

Improved links into the Northern Gateway area of Stoke, Crewe and the A500 corridor will become more important over time as this area becomes a focus for economic growth linked with HS2.

4.6 Delivery and Responsibilities

Delivery of many of the shared aspirations brought about by the schemes listed above will require, and therefore look to seek funding through Staffordshire County Council's Integrated Transport Lot. However, this funding pot is limited,

estimated at approximately £3m for the whole of the county, and so most of the schemes will require investment through Staffordshire Moorlands Council capital plan and developers to ‘top up’ the funding through Section 106 and Section 278 agreements. The availability of funding will also require the following transport schemes to be prioritised to ensure investment can be channelled to the schemes which deliver the greatest benefit.

4.7 Summary of Transport Infrastructure

Ref	Location	District or County	Scheme	Essential/ Desirable	Lead Delivery Agency	Delivery Mechanism (likely where not known)	Cost	Delivery Phasing	Gaps in Funding
T1	Leek	District	Auction Mart access road	Essential	SCC, SMDC	Private developer directly delivered / funded / S106	Unknown	Long term aspiration	Funding linked to delivery of development – uncommitted
T2	Biddulph	District	Victoria Business Park access road	Essential	SCC, SMDC	Private developer directly delivered / funded / S106	Unknown	Long term aspiration	Funding linked to delivery of development – uncommitted
T3	Biddulph	District	Akesmoor Lane upgrade work	Essential	SCC, SMDC	Private developer directly delivered / funded / S106	Unknown	Long term up to 2031	Funding linked to delivery of development – uncommitted
T4	Cheadle	District	Mobberley Farm Link Road	Essential	SCC, SMDC	Private developer directly delivered / funded / S106	Unknown	Long term aspiration	Funding linked to delivery of development – uncommitted
T5	Cheadle	County	Connectivity to Blythe Bridge and enhanced interchange	Essential	SCC, SMDC	Operator revenue funded - supported by SCC funding if required	Unknown	Long term aspiration	Funding linked to delivery of development – uncommitted
T6	South of District	County	Alton Towers Long Term Plan	Essential	SCC, SMDC	Private developer directly delivered / funded / S106	Unknown	Medium term up to 2019	Funding linked to delivery of development – uncommitted
T7	Blythe Bridge	District	Additional parking at Blythe Bridge station	Essential	SCC, SMDC	Public (SCC) / Private (TOC) partnership	Unknown	Long term up to 2031	Funding through investment – uncommitted
T8	Leek	County	Cornhill Link Road	Desirable (development access road essential)	SCC, SMDC	Private developer directly	Estimated £6.5m	Long term aspiration	Gap

						delivered / funded / S106			
T9	Leek	County	Leek – Hanley bus enhancements	Desirable (no longer in ITS)	SCC	Operator revenue funded - supported by SCC funding if required	Unknown	Long term up to 2031	Funding linked to delivery of development – uncommitted
T10	Leek	District	Leek Bus Station reconfiguration	Desirable	SCC	Public / private partnership – possible LEP funding	Unknown	Long term up to 2031	Funding through investment – uncommitted
T11	Leek	District	Relocation of parking	Desirable	SMDC	Local Authority funding / delivery / enforcement	Unknown	Long term up to 2031	Funding through investment – uncommitted
T12	Leek	District	Edward Street public realm enhancements	Desirable	SCC, SMDC	Public / private partnership – possible LEP funding	Unknown	Long term up to 2031	Funding through investment – uncommitted
T13	Leek	District	Stockwell Street public realm	Desirable	SCC, SMDC	Public / private partnership – possible LEP funding	Unknown	Short term (within 3 years)	Funding through investment – uncommitted
T14	Leek	County	Churnet Valley Railway extension	Desirable	SCC	Sale of development land – private delivery	Unknown	Long term aspiration	Funding through investment – uncommitted
T15	Leek	District	Further upgrade of canal towpath	Desirable	SCC, SMDC	LSTF or equivalent	Unknown	Long term aspiration	Funding through investment – uncommitted
T16	Biddulph	County	Biddulph – Hanley / Macclesfield bus enhancements	Desirable	SCC	Operator revenue funded - supported by SCC funding if required	Unknown	Short term (within 3 years)	Funding linked to delivery of development – uncommitted
T17	Biddulph	District	Improved pedestrian connectivity	Desirable	SCC, SMDC	LSTF or equivalent	Unknown	Long term up to 2031	Funding through investment – uncommitted
T18	Biddulph	District	Town centre cycle parking facilities	Desirable	SCC, SMDC	LSTF or equivalent	Unknown	Long term up to 2031	Funding through investment – uncommitted
T19	Cheadle	District	Chapel Street / Tape Street junction improvements	Desirable	SCC, SMDC	Local Authority funded and delivered	Unknown	Medium term	Funding through investment – uncommitted
T20	Cheadle	District	Heavy vehicle strategy	Desirable	SCC, SMDC	Local Authority delivered – possible user fee revenue	Unknown	Long term up to 2031	Funding through investment – uncommitted
T21	Cheadle	District	Improved pedestrian routes	Desirable	SCC, SMDC	LSTF or equivalent	Unknown	Medium term	Funding through investment – uncommitted

T22	Cheadle	County	New link road to the A50(T)	Desirable	SCC, SMDC	Public / private partnership – S106	Unknown	Long term aspiration	Funding through investment – uncommitted
T23	South of District	County	A50 to Alton growth corridor	Desirable	SCC, SMDC	Local Pinch Point Fund	£2.7m	Long term up to 2031	£0.8m gap
T24	District wide	County	HS2 released capacity	Desirable	Network Rail, HS2 Ltd	Central government hybrid bill	Approx. £40bn	Long term - 2033	Funding committed nationally
T25	Stoke	County	Stoke Station development project	Desirable	Stoke City Council	TOC (Virgin) funded and delivered	Unknown	Long term up to 2031	Funding through investment – uncommitted
T26	Churnet Valley	District	Measures in Churnet Valley Masterplan	Desirable	SCC, SMDC	Various including Local Authority and private developer delivered	Unknown / Various	Long term up to 2031	Funding through investment and development – uncommitted

5 Education

5.1 Information Sources

This section of the Infrastructure Delivery Plan considers the provision of primary and secondary education within the District, and where applicable, references to early years care. This section has been informed by the following inputs:

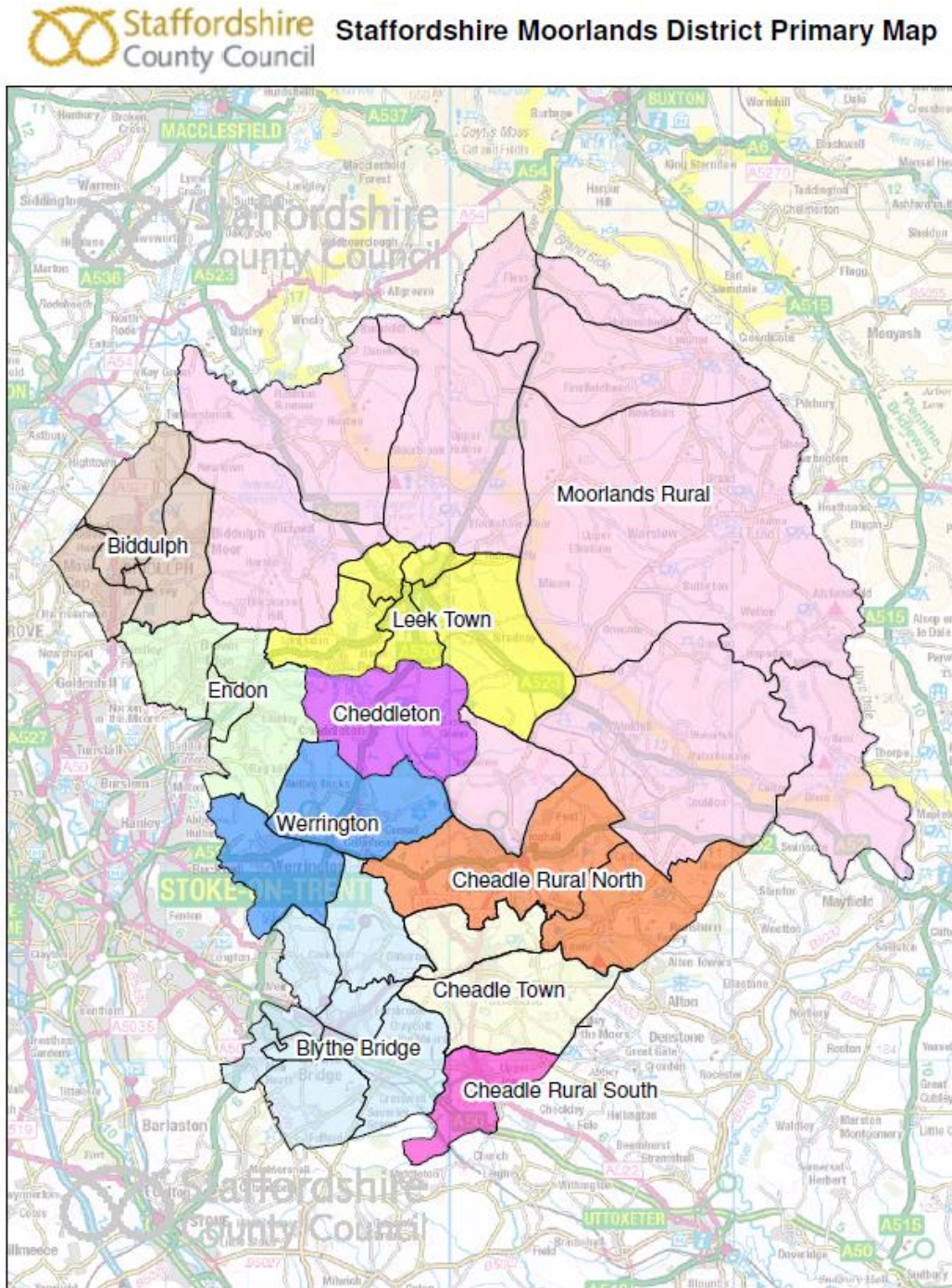
- Discussions with Education Officers at Staffordshire County Council;
- Staffordshire County Council Directory of Schools, Education Planning Obligations Policy (Section 106);
- Education Funding Agency: Estimating your Academy Funding Allocation (January 2015);
- Staffordshire County Council Education Response to Staffordshire Moorlands Site Options and Technical Annex (2015);
- Local Plan Steering Groups – How do we plan for new school places in the Moorlands (2015); and
- Education Funding Agency (2015) Condition Improvement Fund.

5.2 Current Infrastructure

There are two schools systems operating within Staffordshire Moorlands: a First, Middle and Upper School which broadly operates in Biddulph and Leek, and a Primary and Secondary School System which operates within the majority of the County Area. Schools within the Moorlands Rural Area operate both on a two tier system and three tier system.

Currently, there are 54 schools within Staffordshire Moorlands: 42 primary and first schools, four are middle schools and there are eight secondary or high schools within the District. There is also one Sixth Form Centre in Cheadle. Education provision is grouped into 19 Catchment Areas, which include specific catchments for primary and secondary schools within the Main Towns and Villages. Catchments are shown on the following maps.

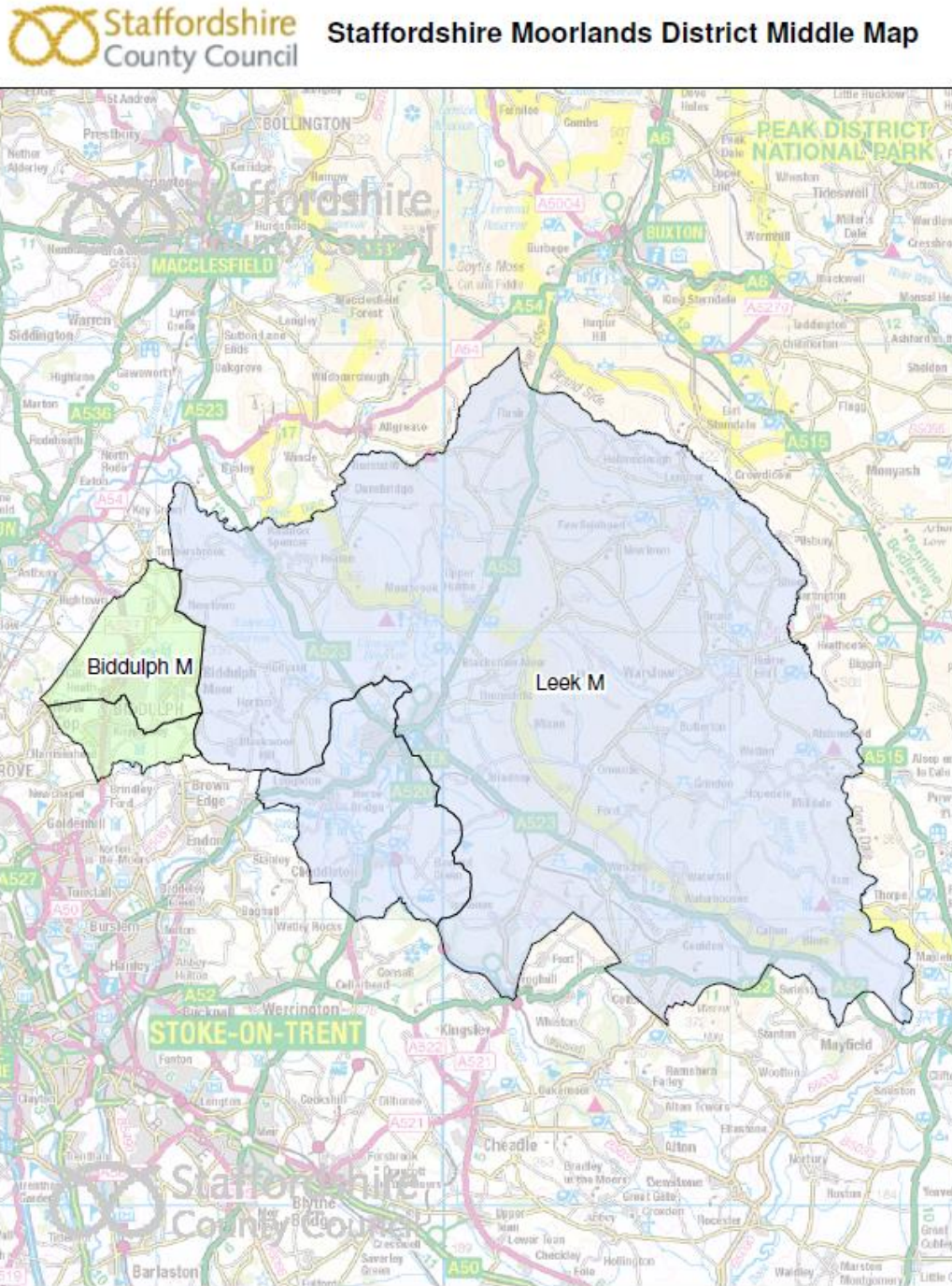
Figure 5: Map of Primary School Catchments



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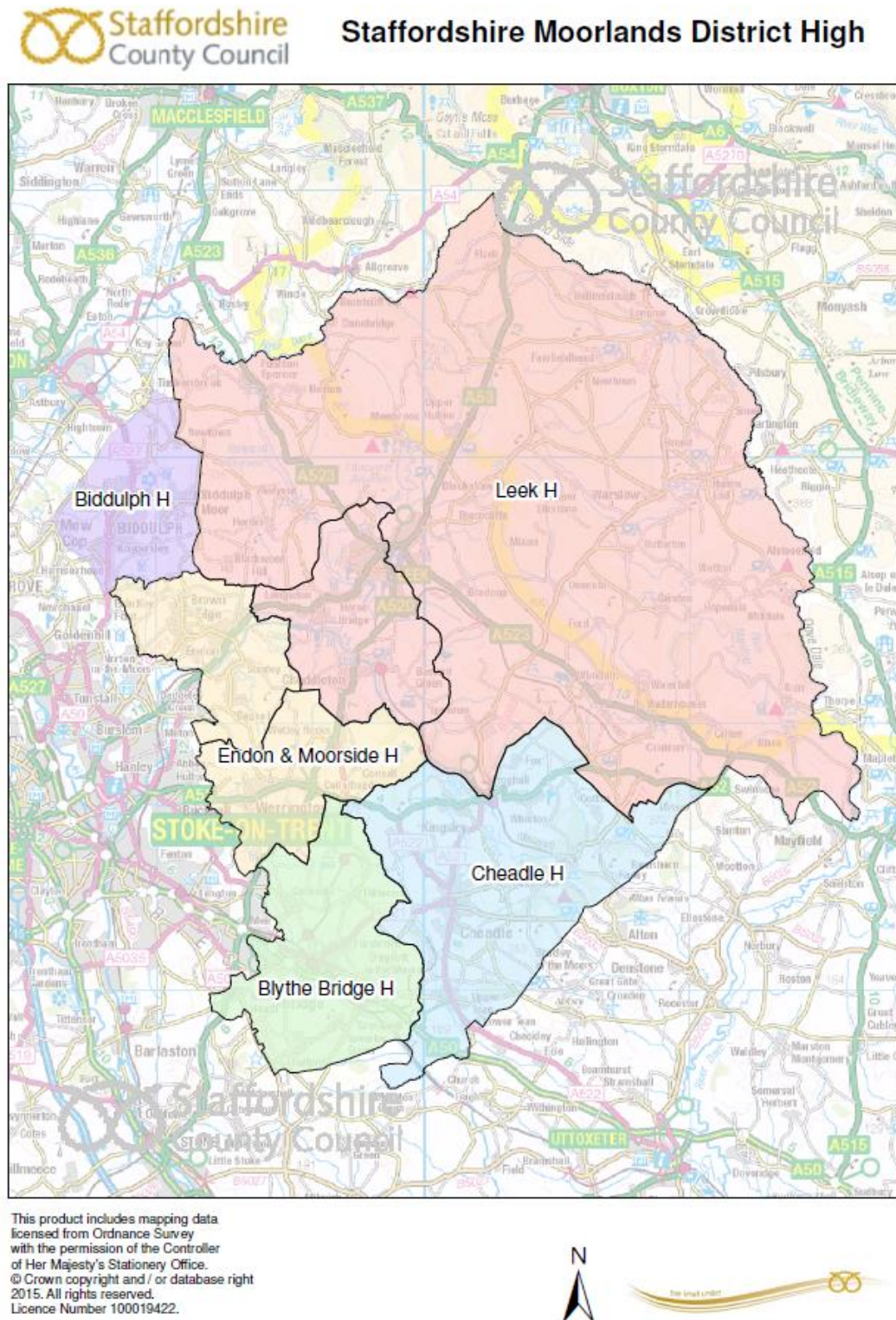
Figure 6: Map of Middle School Catchments



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Figure 7: Map of High School Catchments



Following the adoption of the Academies Act in 2010 and amendments within the Education Act 2011, there has been a large increase in the number of academies, voluntary aided or foundation schools within Staffordshire Moorlands which have greater devolved responsibilities and can set their own priority catchment areas.

Table 9 below displays the number and distribution of Academy, Faith and Free Schools within Staffordshire Moorlands.

Table 9: List of Educational Establishments within Staffordshire Moorlands

Catchment Planning Area	Settlement	School Name	2015/2016 PAN Form Entry Numbers	School Type
Villages Catchment Planning Area	Rushton	Rushton CE Primary School	7	LA Maintained
	Spencer			
	Rudyard	Horton St Michaels CE First School	15	LA Maintained
	Blackshaw Moor	Blackshaw Moor CE First School	11	LA Maintained
	Hollinsclough	Hollinsclough CE Primary School	7	Academy
	Longnor	St Bartholomew's Primary School	6	LA Maintained
	Warslow	Manifold CE Primary School	15	Academy
	Ipstones	St Leonard's First School	18	LA Maintained
	Waterhouses	Waterhouses Primary School	20	LA Maintained
	Ilam	Ilam CE Primary School	15	LA Maintained
Alton	Alton	St Peter's CE(A) First School, Alton	13	LA Maintained
Uttoxeter 2	Checkley	Hutchinson Memorial (CE) A First School	24	LA Maintained
Cheddleton	Cheddleton	St Edwards First School, Cheddleton	50	LA Maintained
Werrington Primary School Catchment	Werrington	Werrington Primary School	60	LA Maintained
	Wetley Rocks	St John's CE(VC) Primary School W-Rocks	28	LA Maintained
Werrington Secondary School	Werrington	Moorside High School (excluding 6th form)	145	LA Maintained
Endon Primary School Places	Endon	Endon Hall Primary School	30	LA Maintained
	Brown Edge	St Anne's CE(VC) Primary School, Brown Edge	28	LA Maintained
	Endon	St Luke's CE(VC) Primary School, Endon	30	LA Maintained
Endon High School Places	Endon	Endon High School	140	LA Maintained
Leek Primary School Places	Leek	Woodcroft First School	40	LA Maintained
	Leek	Westwood First School	60	LA Maintained
	Leek	St Mary's Catholic School	30	Academy
	Leek	All Saints First School	42	LA Maintained
	Leek	Leek First School	30	LA Maintained
	Leek	Beresford Memorial CE First School	30	LA Maintained
Leek Town Middle School Place	Leek	Churnet View Middle School	125	LA Maintained
	Leek	St Edwards CofE Academy	192	Academy

Leek High School	Leek	Westwood College	200	LA Maintained
	Leek	Leek High Specialist College	175	LA Maintained
Cheadle Rural South Primary School Place	Tean	St Thomas' Catholic Primary School	30	Academy
	Tean	Great Wood Primary School	15	LA Maintained
Cheadle Rural North Primary School	Oakamoor	Valley Primary School	10	Academy
	Cotton	The Faber Catholic Primary School	10	Academy
	Kingsley	St Werburgh's Primary School	22	Academy
Cheadle Town Primary School Place	Cheadle	Cheadle Primary School	60	LA Maintained
	Cheadle	Bishop Rawle CE Primary School	45	LA Maintained
	Cheadle	St Giles Catholic School	30	Academy
Cheadle High School	Cheadle	The Cheadle Academy	160	Academy
	Cheadle	Painsley Catholic College	185	Academy
Biddulph Town Primary School	Biddulph	Knypersley First School, Biddulph	60	LA Maintained
	Biddulph	Our Lady of Grace Catholic Academy	15	Academy
	Biddulph	Squirrel Hayes First School, Biddulph	30	LA Maintained
	Biddulph	Kingsfield First School, Biddulph	52	LA Maintained
	Biddulph	Oxhey First School, Biddulph	45	LA Maintained
	Biddulph Moor	Moor First School, Biddulph Moor	20	LA Maintained
Biddulph Middle School	Biddulph	Woodhouse Academy	120	Academy
	Biddulph	James Bateman Junior High School	110	LA Maintained
Biddulph High School	Biddulph	Biddulph High School	211	Academy
Blythe Bridge Primary School	Caverswall	St Peter's CE Primary School	28	LA Maintained
	Caverswall	St Filumena's Catholic School	30	Academy
	Dilhorne	Dilhorne Endowed CE Primary School	7	Academy
	Blythe Bridge and Forsbrook	Forsbrook CE Primary School	30	LA Maintained
	Draycott	The William Amory Primary School	30	LA Maintained
	Blythe Bridge	Springcroft Primary School	30	LA Maintained
	Meir Heath	Meir Heath Primary School	52	LA Maintained
	Fulford	Fulford Primary School	15	LA Maintained
Blythe Bridge High School	Blythe Bridge	Blythe Bridge High School	180	LA Maintained

5.3 Fitness for Purpose

Given the spatial location of the Staffordshire Moorlands, the western portion of the District is influenced by movements of pupils into and out of Stoke on Trent, whilst the rural eastern portion of the District experiences small form entries and greater levels of school places compared to numbers of pupils. This spatiality has the following effect on the current fitness for purpose of existing school catchments:

- Villages on the west of the District (including Werrington and Wetley Rocks) accept a number of pupils that live within the Stoke-on Trent Local Authority Boundary. Although these schools currently have capacity, it is recognised that projections can change over a short period of time and that clusters of schools in close proximity to Stoke are particularly sensitive to change from the two Local Authorities.
- Movement of school children within the Main Towns is generally internal, with catchments that often expand to cover the nearest small villages. More specifically:
 - **Leek:** Movement of school children to schools in Leek is broadly internal with limited commuting across distinct eastern and western halves of the Town and towards Cheddleton. Existing schools within Leek are broadly at capacity, and there is limited physical space for expansion.
 - **Cheadle:** Primary School Catchments within Cheadle are established on central, north and south geographies; a number of primary schools in both the north and the south have more numbers on roll than the published admissions number.
 - **Biddulph:** A number of primary schools within Biddulph have equal numbers of pupils on the roll compared to the net capacity.
- Levels of pupils on roll at rural village schools can fluctuate sharply across schools years and therefore capacities at these schools are likely to need to be closely monitored.

5.4 Planned Schemes

A total of seven schools in Staffordshire Moorlands received Central Government Condition Improvement Funding, which seeks to help academies and sixth form colleges expand or upgrade their facilities. Schools benefitting from the successful Condition Improvement Funding in 2015/2016⁸, include Biddulph High School (Dining Hall and Window Refurbishment), St Filumena's Catholic Primary School (Roof and Water Tank Maintenance), St Mary's Catholic Academy (Kitchen Refurbishment), St Edward's Church of England Academy (Roof Refurbishment) and Woodhouse Academy (Roof and Window Replacement).

⁸ <https://www.gov.uk/government/publications/condition-improvement-fund-2015-to-2016-outcome>

It should also be noted that the former Meadows School site in Biddulph has been sold to The Wrekin Housing Trust who intend to develop an extra care development for people aged 55 years and older.

5.5 Impact of Proposed Development

To determine the number of new school places required, Staffordshire County Council School Organisation Team analyses forecasts of pupil numbers to schools, reviews existing school capacities and negotiates with developers and Staffordshire Moorlands Council to secure financial contributions to mitigate the impact of developments on school place provision. The impact of proposed development is impacted by the statutory provisions required from the County Council, cross-boundary movements and changes in population.

The contents of the following section will be finalised on the establishment of the Preferred Option Allocations.

5.5.1 Statutory Requirements for Delivery

The County Council are statutorily responsible for the provision of sufficient school places for education of 3 – 16 years old, pupil projections, assessing school capacities and the publication of statutory proposals for school reorganisations. However, the introduction of the Academies Act in 2010, as amended by the Education Act 2011, resulted in an increase in the number of free schools, faith schools and academies within Staffordshire Moorlands. Unlike traditional state schools, these types of schools have greater freedoms and flexibilities which add complexity to planned levels of growth:

- Academies are public funded independent schools, which means that these schools are not required to follow the national curriculum but which are required to follow the School Admissions Code (February 2012).
- Free Schools, which are funded by the Government but which are not run by Staffordshire Moorlands. This deregulation does mean that free schools can set their own pay and conditions for staff, change the length of the school day and not have to follow the national curriculum.
- Faith Schools, which may give priority to children of a specific faith through their admissions criteria.

The Education Act 2011 identifies that if a Local Authority in England considers that where a new school needs to be established, they must preference proposals for the establishment of an Academy or Free School first. The statutory responsibility to ensure that there are enough local school places however remains with the Local Authority. .

Requirements for new educational places is therefore captured through the Staffordshire County Council Education Planning Obligations Policy, which provides the basis for calculating likely educational contributions and indicative figures. Whilst this Obligations Policy is subject to review, the County identifies that development of 10 or more dwellings or sites of greater than 0.2 hectares will

be obligated to deliver educational planning contributions if there is a need to mitigate the impact of the development.

The Staffordshire County Council Education Planning Obligations Policy states the formula for calculating the number of pupils generated from housing. The standard formula identifies that there will be a total of three pupils per year group, and 1.5 pupils per year group for early years and sixth form (see Table 10 below).

Table 10: Staffordshire County Council Education Planning Obligations Policy

Phase of Education	Pupil Ages	Number of Year Groups	Total Number of Pupils	Pupils per School Year, per 100 houses
Early Years/ Nursery Provision	2 – 4	2	3	1.5
Sixth Form Provision	16 – 18	2	3	1.5
2 – tier system				
Primary Schools	4 – 11	7	21	3
Infant Schools	4 – 7	3	9	3
Junior Schools	7 – 11	4	12	3
Secondary Schools	11 – 16	5	15	3
3 – tier system				
First Schools	4 – 9	5	15	3
Middle Schools	9 – 13	4	12	3
High Schools	13 – 16	3	9	3

Although there is no legal requirement for Academies and Free Schools to provide a specific quantum of school places, it is anticipated that through liaison with Staffordshire County Council and specific Academies or Free-Schools reasonable levels of school places will be provided. Academies are funded on the same basis as maintained schools. These receive their funding from the School Budget Share based on pupil numbers, with additional Education Services Grant where applicable.

5.5.2 Cross-Boundary Movements

Given the proximity of Staffordshire Moorlands to Stoke-on-Trent, it will be necessary to consider the potential cross-border implications on education provision. There are differences between the number of pupils living in a catchment area and the number of pupils attending school within a catchment area. Figures are provided that demonstrate which schools pupils within a certain catchment area attend.

Table 11: Pupils at school in the area they live and vice versa

Area	Type of School	Percentage of pupils at school in the area that live in the area	Percentage of pupils that live in the area that are at school in the area
Biddulph	First	95%	96%
	Middle	92%	94%
	High	90%	97%
Leek	First	91%	92%
	Middle	98%	86%
	High	92%	88%
Cheadle	Primary	88%	81%
	High	57%	88%

All schools in Biddulph have a high percentage of pupils who live in the area that are at school in the area, and a high percentage of the pupils at the school's in Biddulph are living there. The lowest figure is 90% which demonstrates that there is little cross boundary movement.

In Leek, the percentage of pupils at school in Leek that live in Leek is over 91% for all school types which demonstrates how the vast majority of pupils live in the catchment area. However the figures for the percent of pupils living in the area that are at school in the area are slightly lower. Only 86% of middle school and 88% of high school pupils that live in Leek are at school there. This demonstrates that a larger number of pupils in Leek travel outside of the area to attend schools.

The figures for Cheadle are significantly lower. Only 88% of the pupils that are at primary schools in the area live there, and an even lower figure of 57% of pupils in high schools in Cheadle live in Cheadle. 81% of the pupils that live in Cheadle are at a primary school there and 88% of the pupils living in Cheadle attend a high school in Cheadle. The figures demonstrate that there is a significant amount more cross-boundary movement within Cheadle than the others areas of Biddulph and Leek.

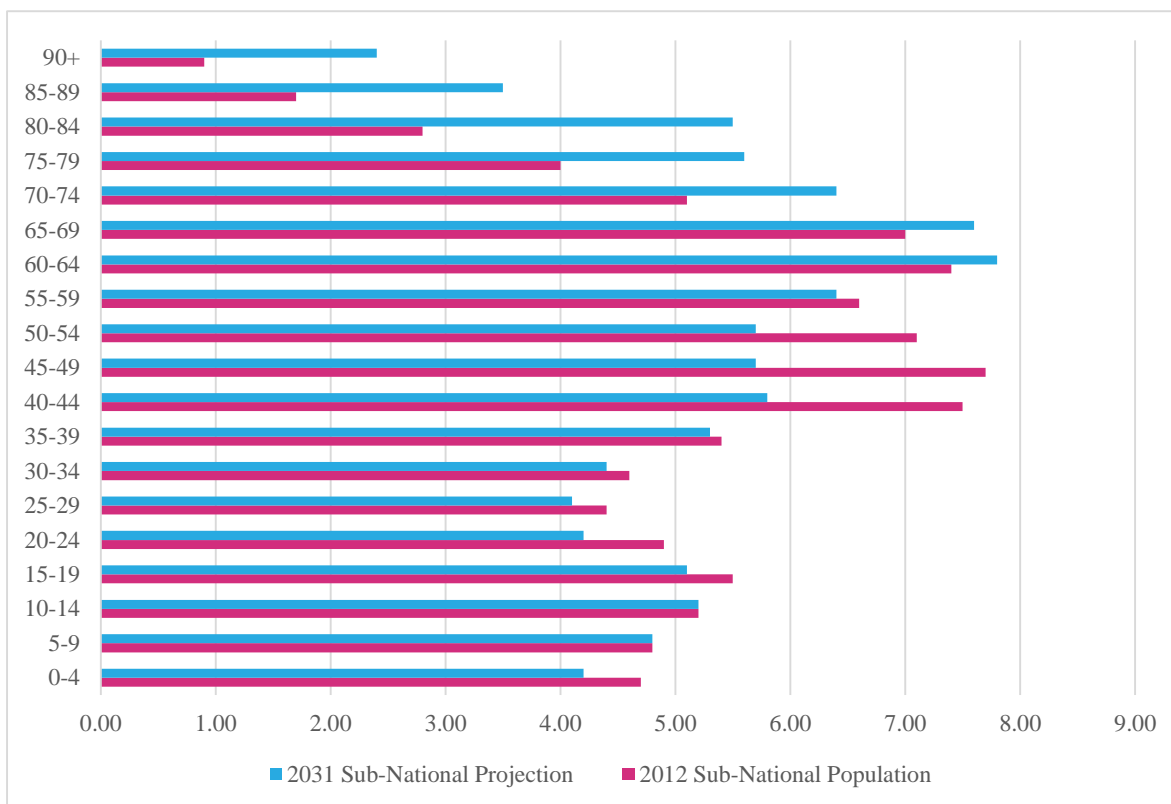
5.5.3 Changes in Population

It was anecdotally recognised that across the County, the population of school-aged children has expanded beyond the capacity of existing schools. However the Census 2011 data indicates that there were 14,407 children aged between 3 and 16 (or a total of 14.8% of the total resident population), compared to the 15,678 children at this age in 2001 Census (which equated to a total of 16.6% of the total resident population). Looking forward within the 2012 Sub-National Population Projections, Figure 8 shows there will be relatively equal numbers of age 5 – 19 year olds when comparing 2012 Sub-National Population figures with 2031 Sub-National Population Projections.

Therefore, it is the case that whilst the absolute number of 3 – 16 year olds has fallen over the last decade, these numbers are likely to remain relatively constant

in Staffordshire Moorlands over the Plan Period. This higher birth rate is likely to be attributable to a new generation of ‘recessional babies’.

Figure 8: 2012-based Sub-National Population Projections for Plan Period Years



5.5.4 Initially-Identified Future Provision based on the Core Strategy Distribution

Based on the County Council response to the Staffordshire Moorlands Site Options draft, the following infrastructure provision has been identified based on the issues and opportunities that currently present themselves for education within the District. These initially identified distributions may be subject to change or refinement following the establishment of the final site allocations.

Table 12: Initial identified requirements based on Staffordshire County Council’s response to Staffordshire Moorlands Site Options.

Main Town	Requirements	Locational Considerations
Leek	New first school provision (in the form of a new school and the identification of a site and/or expansion of existing provision).	Suitable sites will be those which are closest to the new houses which the school will serve. This will encourage travel by active modes of transport.
	Expansion of Middle School Provision and	Sites identified as suitable for Housing Development in the Site Options Draft are predominantly in the east. Therefore, Churnet View Middle School is likely to provide the most

	identification of additional land.	sustainable development option. Land would need to be identified for the school's expansion.
Biddulph	New First School provision (in the form of a new school and the identification of a site and/or expansion of the existing)	There are a number of sites where delivery of additional educational provision could encourage sustainable and active travel: BD607a is adjacent to Oxhey First School; BD067a and b, BD110, BD134 and BD6071 should be considered in combination for sustainable travel. The least appropriate location for additional school capacity in Biddulph would be in the town where there is already a concentration of existing provision.
	Requirement for additional middle and high school places	To be determined following the formalisation of the distribution of growth within Staffordshire Moorlands.
Cheadle	New Primary School provision (in the form of a new school and the identification of a site and/or expansion of the existing).	Necessary to consider the combination of sites within Cheadle to identify a site suitable for development. It may be necessary to consider locating the school within the north east of the area to avoid the impacts of congestion in the centre.
	Requirement for additional high school places	To be determined following the formalisation of the distribution of growth within Staffordshire Moorlands.

With regard to the large villages, Horton St Michaels First School, Rudyard; St Edwards First School, Cheddleton; and a number of schools in Endon, Werrington and Blythe Bridge will enter into a phase where there are more pupil numbers on the roll compared to capacity, this is based on the proposed level of housing growth.

5.6 Delivery and Responsibilities

Staffordshire County Council are statutorily responsible for the planning of school places for education of 3 – 16 years old, pupil projections and assessing school capacities. However it is recognised that Academies, voluntary aided or foundation schools within Staffordshire Moorlands have greater devolved responsibilities and therefore these types of educational establishments will generally hold some responsibility for meeting future need in school places.

The provision of new school places will therefore be delivered through the following mechanisms:

- Future Central Government Funding for School Places, including General Annual Grant Funding and Education Services Grant where applicable;
- Direct funding from the Education Funding Agency;
- Potential S106 for larger sites and developer requirements; and,
- Emerging Academies Funding.

5.7 Summary of Education Infrastructure

Ref	Location	District or County	Scheme	Essential or Desirable	Lead Delivery Agency	Delivery Mechanism	Cost	Delivery Phasing	Gaps in Funding
E1	Leek	County	New first school	Essential	SCC, SMDC	LEA / S106 / CIL	Unknown	Linked to rate and distribution of delivery	Funding through investment plan / development – uncommitted
E2	Leek	County	Expansion of Middle School Provision and identification of additional land	Essential	SCC, SMDC	LEA / S106 / CIL	Unknown	Linked to rate and distribution of delivery	Funding through investment plan / development – uncommitted
E3	Biddulph	County	New Primary School provision	Essential	SCC, SMDC	LEA / S106 / CIL	Unknown	Linked to rate and distribution of delivery	Funding through investment plan / development – uncommitted
E4	Biddulph	County	Requirement for additional middle and high school places in Biddulph	Essential	SCC, SMDC	LEA / S106 / CIL	Unknown	Linked to rate and distribution of delivery	Funding through investment plan / development – uncommitted
E5	Cheadle	County	New Primary School site	Essential	SCC, SMDC	LEA / S106 / CIL	£8 million	Linked to rate and distribution of delivery	Funding through investment plan / development – uncommitted
E6	Cheadle	County	Requirement for additional high school places	Essential	SCC, SMDC	LEA / S106 / CIL	Unknown	Linked to rate and distribution of delivery	Funding through investment plan / development – uncommitted

6 Utilities

6.1 Information Sources

This chapter covers the primary utility networks linked to electricity supply, gas supply and water supply treatment. Utilities providers generally cover a large area, of which Staffordshire Moorlands is a small part. This means that providers' publications will have limited specific references to the District. These are included in this chapter, and more detailed information will be given following further consultation. The following sources of information have been used to populate this chapter:

- **Electricity:** Western Power Distribution, Long Term Development Statement (LTDS) November 2015
- **Gas:** National Grid Gas Distribution, Long Term Development Plan (LTDP) 2015
- **Water:** Severn Trent Site Options Consultation comments

6.2 Current Infrastructure

6.2.1 Electricity

The main electrical infrastructure in Staffordshire Moorlands is operated by Western Power Distribution (WPD), who as a regional Distribution Network Operator (DNO) are required to produce a Long Term Development Statement (LTDS) giving detail of the current and proposed status of their network. This includes load forecasts for the next 5 years on their 132 kV and 66/33 kV equipment.

The electrical supply system in Staffordshire Moorlands originates at the Cellarhead grid supply point where Western Power Distribution's system meets with National Grid's national transmission network.

The whole of Staffordshire Moorlands is served by a 33 kV supply. There are 14 existing electricity substations in Staffordshire Moorlands:

- Knypersley
- Leek
- Endon
- Cheddleton (BSP)
- Cellarhead
- Cauldon
- Cauldon Cement
- Froghall

- British Industrial Sand
- Kingsley Holt
- Cheadle
- Tean
- Forsbrook
- Caverswall Road (33kV switching station)

6.2.2 Gas

The local gas distribution network in Staffordshire Moorlands is supplied by National Grid and owned and operated by National Grid Gas as part of the West Midlands distribution network. National Grid is currently in the early stages of selling a majority stake in its gas distribution business. The gas industry is regulated by Ofgem.

6.2.3 Water

The regulated water company in Staffordshire Moorlands is Severn Trent Water. United Utilities also have responsibilities around Biddulph. The economic regulator of water and sewerage is Ofwat and the quality regulator is the Drinking Water Inspectorate. Severn Trent is responsible for the full range of the water business from production, treatment, distribution, metering and billing.

6.3 Fitness for Purpose

6.3.1 Electricity

Western Power Distribution's November 2015 Long Term Development Statement states that there is a known issue with voltage constraint on the circuit running through the south of Staffordshire Moorlands.

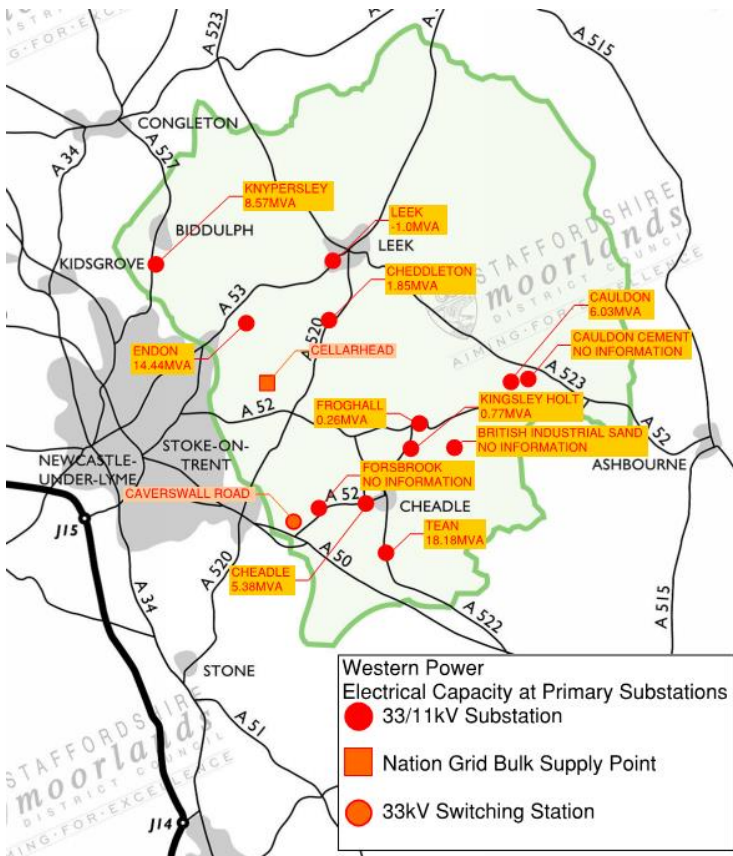
A summary of the capacity of the 33/11kV primary substations within the Staffordshire Moorlands area is shown below in Table 13. It is noted that the Leek 33/11kV substation is currently over capacity and that Froghall, Kingsley Holt and Cheddleton substations are approaching capacity.

Table 13: Summary of Electricity Substations

Group	Bulk Supply Point Name	Primary Substation and Transformer Name	Nominal Voltage Level (kV)	Forecast Load Information (MVA)					Firm Capacity of Substation (MVA)	Transformer Capacity (MVA)	2017/18 Available Capacity (MVA)	
				Year 1	Year 2	Year 3	Year 4	Year 5				
				2013/14	2014/15	2015/16	2016/17	2017/18				
Cellarhead 132kV	Forsbrook 132 33	Cauldon 33 11 (T1)	11	2.36	2.28	2.20	2.13	2.06	9.75	4.875	2.82	6.03
Cellarhead 132kV	Forsbrook 132 33	Cauldon 33 11 (T2)	11	1.91	1.84	1.78	1.72	1.66	9.75	4.875	3.21	
Cellarhead 132kV	Forsbrook 132 33	Cheadle 33 11 (T2)	11	6.96	6.87	6.78	6.70	6.62	24	12	5.38	5.38
Cellarhead 132kV	Forsbrook 132 33	Froghall 33 11	11	2.37	2.34	2.30	2.27	2.24	5	2.5	0.26	0.26
Cellarhead 132kV	Forsbrook 132 33	Kingsley Holt 33 11 (T1)	11	5.80	5.84	5.88	5.91	5.95	7.5	3.75	-2.20	0.77
Cellarhead 132kV	Forsbrook 132 33	Kingsley Holt 33 11 (T2)	11	0.76	0.76	0.77	0.77	0.78	7.5	3.75	2.97	
Cellarhead 132kV	Meaford C' 132 33	Tean 33 11 (T1)	11	2.97	2.92	2.87	2.82	2.77	24	12	9.23	18.18
Cellarhead 132kV	Meaford C' 132 33	Tean 33 11 (T2)	11	3.27	3.22	3.16	3.11	3.05	24	12	8.95	
Cellarhead 132kV	Whitfield 132 33	Cheddleton 33 11 (T1)	11	4.01	4.02	4.02	4.02	4.02	9.75	4.875	0.85	1.85
Cellarhead 132kV	Whitfield 132 33	Cheddleton 33 11 (T2)	11	3.87	3.87	3.87	3.88	3.88	9.75	4.875	1.00	
Cellarhead 132kV	Whitfield 132 33	Endon 33 11 (T1)	11	2.53	2.52	2.50	2.48	2.47	23	11.5	9.03	14.44
Cellarhead 132kV	Whitfield 132 33	Endon 33 11 (T2)	11	6.25	6.21	6.17	6.13	6.09	23	11.5	5.41	
Cellarhead 132kV	Whitfield 132 33	Knypersley 33 11 (T1)	11	9.75	9.67	9.58	9.50	9.41	19.5	9.75	0.34	8.57
Cellarhead 132kV	Whitfield 132 33	Knypersley 33 11 (T2)	11	1.57	1.55	1.54	1.53	1.51	19.5	9.75	8.24	
Cellarhead 132kV	Whitfield 132 33	Leek 33 11 (T1)	11	10.27	10.28	10.29	10.31	10.32	20	10	-0.32	-1.00
Cellarhead 132kV	Whitfield 132 33	Leek 33 11 (T2)	11	10.63	10.64	10.65	10.67	10.68	20	10	-0.68	
Total										54.48		

A map of the primary substations and their capacities shown over the Staffordshire Moorlands area is shown below in Figure 9.

Figure 9: Map of Primary Substations



Western Power Distribution, like all regional Distribution Network Operators (DNOs) operates on a first come, first serve basis for electricity. This means that a development site, including outside the Staffordshire Moorlands boundary, may absorb existing capacity in an electricity substation, requiring the next

development to contribute towards an upgrade. This can create a disproportionate cost for the subsequent development.

6.3.2 Gas

There are no known shortfalls in gas distribution in Staffordshire Moorlands. National Grid will be consulted on potential shortfalls as a result of proposed development following public consultation on preferred options.

6.3.3 Water

According to industry regulator Ofwat, in 2010-11 Severn Trent had the highest proportion of leakages of any water supplier in England and Wales, with 27% or 500 million litres per day.

6.4 Planned Schemes

There are a number of planning schemes in Western Power Distribution's most recent Long Term Development Statement. There is one relevant to Staffordshire Moorlands, which is found in Table 14.

Table 14: Work currently planned on electricity network in Staffordshire Moorlands

Group	Area affected	Planned works	Reason	Impact	Timescale
Cellarhead	Whitfield - Endon	Upgrade the Whitfield – Endon no.1 circuit to a 40MVA rating	Limitation of firm capacity	Improve firm capacity	2015

6.5 Impact of Proposed Development

Provision of future utilities infrastructure will be addressed in detail once the Council has published its preferred options following consultation on the Site Allocations document.

6.6 Delivery and Responsibilities

6.6.1 Electricity and Gas

The arrangements for connecting new developments are made with the incumbent DNO for both gas and electricity. A typical process is as follows:

- Developer issues connection request to the DNO who return the connection offer with costs divided between “contestable” and “non-contestable”.
- Contestable work can be carried out by appropriately qualified contractors who are employed by the developer instead of the DNO.

- Arrangements can be made with Independent Distribution Network Operators (IDNO) who can own and operate the assets. Such arrangements can enable the costs of the installation to be reduced.
- Arrangements with appropriately qualified contractors can result in a reduced programme of installation and more control over the actual site activities
- The contestable works must be of the same standard as non-contestable and in some cases the contestable works are handed over to the DNO.
- These arrangements can take many months and in some cases for large amounts of electricity many years depending upon the size of the connection, the condition of the existing network and circumstances.
- The application of modern procurement methods can effectively reduce the connection costs.
- A more effective way of reducing the cost of connections is for developers to work together and request a single connection for a group of developments and then distribute the capacity between them via an IDNO owned network.
- The further ahead development utility connections are planned and programmed then generally the lower the cost of the connected MVA/KVA.

6.6.2 Water

Severn Trent has an obligation to provide water supplies and sewage treatment capacity for future development. It therefore will work with the LPA to assess the impacts of future development on sewer capacity and flooding, surface water and water quality and supply. Most developments will not have any particular issues. Significant development in rural areas may require specific interventions in order to be supported. Specific comments will be available to be made once sites have been allocated for development.

6.7 Summary of Utilities Infrastructure

Ref	Location	District or County	Scheme	Essential or Desirable	Lead Delivery Agency	Delivery Mechanism	Cost	Delivery Phasing	Gaps in Funding
U1	Whitefield to Endon	County	Uprate the Whitefield to Endon no.1 circuit to a 40MVA rating	Desirable	Western Power Distribution	WPD capital investment plan	Unknown	Due to be delivered in 2015	No gap

7 Telecommunications

7.1 Information Sources

This section addresses specifically whether adequate telecommunications infrastructure exists in the area to enable the demand for public telecom services to be met, and what additional infrastructure provision might be required.

Analysis of telecommunications infrastructure within Staffordshire Moorlands has been informed by the following information sources:

- Discussions with Superfast Staffordshire and Staffordshire Moorlands Economic Development Officers;
- Coverage information provided by Local Broadband Information⁹;
- Staffordshire Moorlands (2015) Broadband Roll Out in Staffordshire¹⁰;
- Quality and Speed Information provided by thinkbroadband.com;
- HM Treasury (2015) The Digital Communications Infrastructure Strategy;
- Staffordshire County Council (November 2015) Superfast Staffordshire Newsletter;
- Ofcom (2016) 2G, 3G and 4G Network Definitions; and
- Department for Culture, Media and Sport (2016) Emerging Findings from the Broadband Delivery UK Market Test Pilots.

7.2 Current Infrastructure

Discussion with Economic Development officers at Staffordshire Moorlands District Council highlighted that expanding and improving digital connectivity within the District was fundamental to supporting local employment, economic development and retention of skilled employees. This is particularly pertinent to enable home-working and sustainable growth of small business reliant on technology within the more rural areas of the District. The following section therefore covers both broadband and telephony provision within the District.

7.2.1 Broadband Provision

Broadband Telecoms services are provided across the UK by a great range of Internet Service Providers, however the vast majority of residential and Small & Medium Enterprise (SME) subscribers are served by one of five major providers – BT, Sky, Virgin Media, Talk Talk or EE. Together they account for over 98% of broadband subscriptions.

⁹ <http://labs.thinkbroadband.com/local/index.php?area=E14000966>

¹⁰ <http://www.staffsmoorlands.gov.uk/sm/council-services/support-and-advice/broadband>

As a result of the rural nature of the Moorlands, current coverage based on the EU Standard Superfast Broadband (+30 Mbps) within Staffordshire Moorlands is 74.1%, which is below the national average of 89.8%. Think Broadband highlights that the total coverage of fibre based FTTC and FTTP cable within the District is 87.3%, and therefore approximately 10% of coverage in the District is not yet supported by superfast coverage.

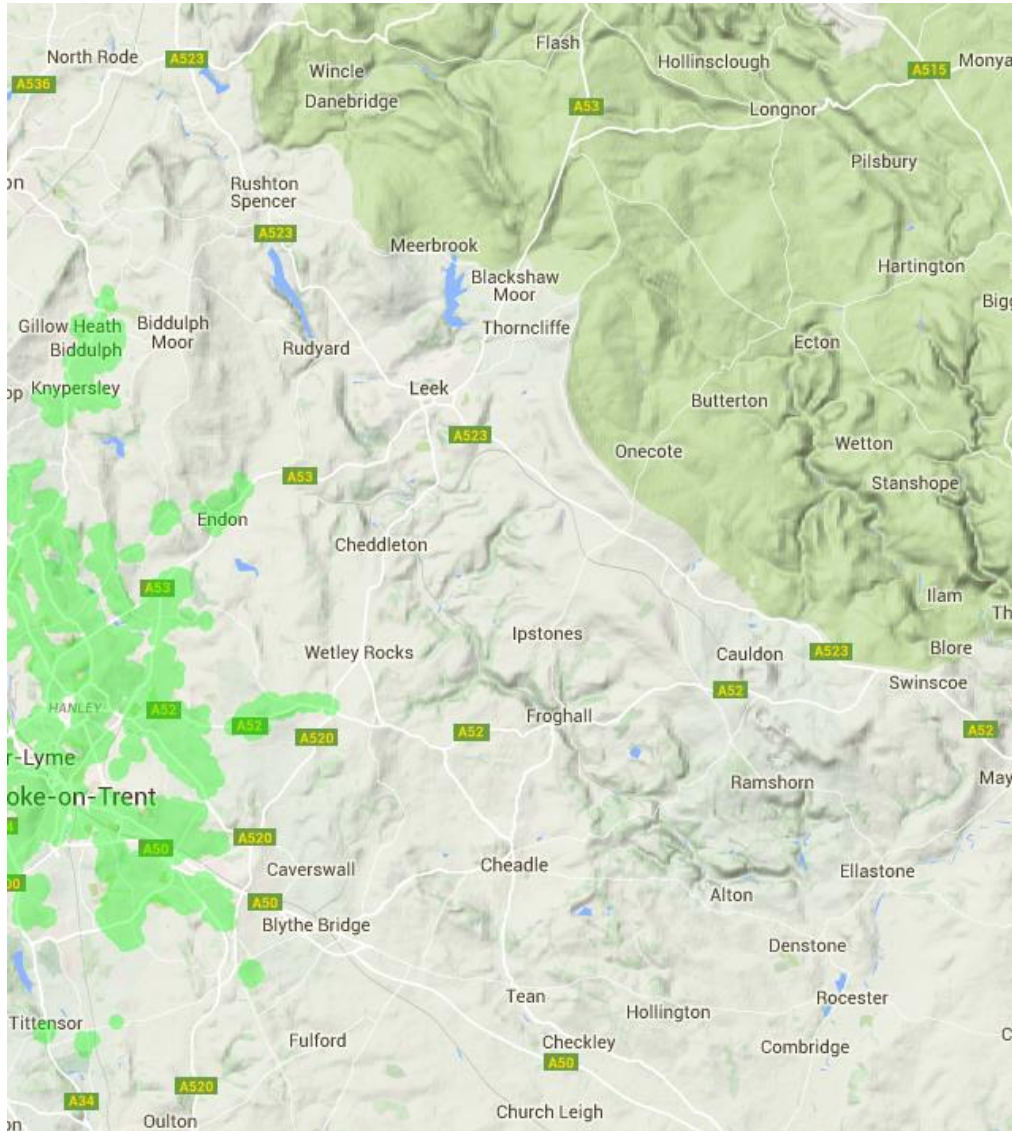
Table 15: Superfast and Fibre Coverage within Staffordshire Moorlands (February 2016)

	Staffordshire Moorlands Superfast and Fibre Coverage	England Superfast Provision
UK standard: Superfast (+24 Mbps)	76.1%	90.5%
EU standards: Superfast (+30 Mbps)	74.1%	89.8%
Openreach (+30 Mbps)	72.1%	
Ultrafast (+100 Mbps)	28.9%	
Below 2 Mbps (USC)	2.8%	
Below 10 Mbps (USO)	9.3%	
Below 15 Mbps	13.2%	
Virgin Media Cable	28.9%	

Virgin Media, who own their own infrastructure within the UK, currently only serve their own customers; unlike Openreach who have to open up their network to other Internet Service Providers, such as Talk Talk and EE. Coverage within the Moorlands is very limited, with only Biddulph benefitting from coverage from Virgin Media. Typically Virgin Media coverage targets urban areas with a high density of properties

Virgin Media is currently embarking on “Project Lightning”, the single largest investment in broadband digital infrastructure in the country for more than a decade by extending its fibre network to approximately four million additional premises over the next five years. This will increase the number of homes and businesses to which Virgin Media can offer services by almost a third and it is recommended that Virgin Media are contacted as soon as possible to gauge their interest and appetite to provide services in the Moorlands.

Figure 10: Virgin Media coverage within Staffordshire Moorlands (areas in green) (thinkbroadband.com)



7.2.2 Telephony Services

Mobile and telephony services are vitally important for social, community and business networks. Ofcom measure the coverage and speed of service offered by the four main mobile operators within the UK, namely EE, O2, Three and Vodafone.

The Ofcom definitions of 2G, 3G and 4G are covered as follows:

- 2G networks support voice calls, text messaging and very low speed data connections.
- 3G networks support voice calls, text messages and mobile broadband.
- 4G networks are dedicated to providing mobile broadband only.

Whilst coverage of 3G and 4G coverage has increased exponentially across the country, provision of these networks within the District is largely limited to the main towns, with 4G coverage being particularly sparse.

Large areas of the rural eastern portion of the District have very limited 2G coverage, with signal being particularly concentrated along key routes.

Figure 11: 2G coverage in Staffordshire Moorlands

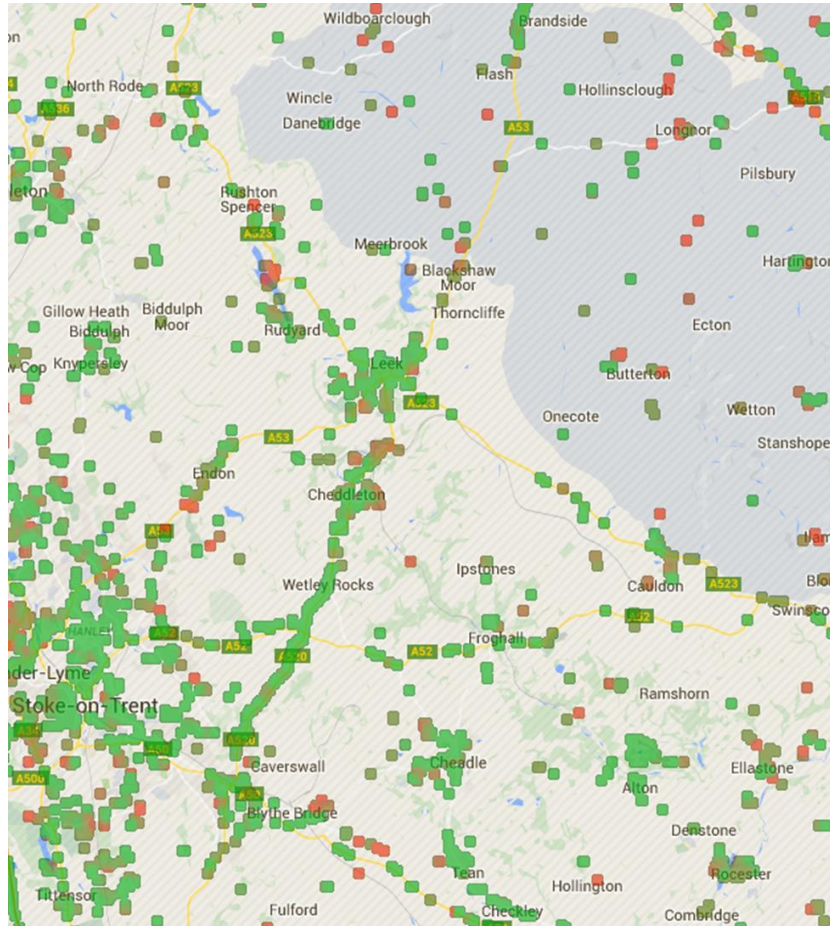


Figure 12: 3G coverage in Staffordshire Moorlands

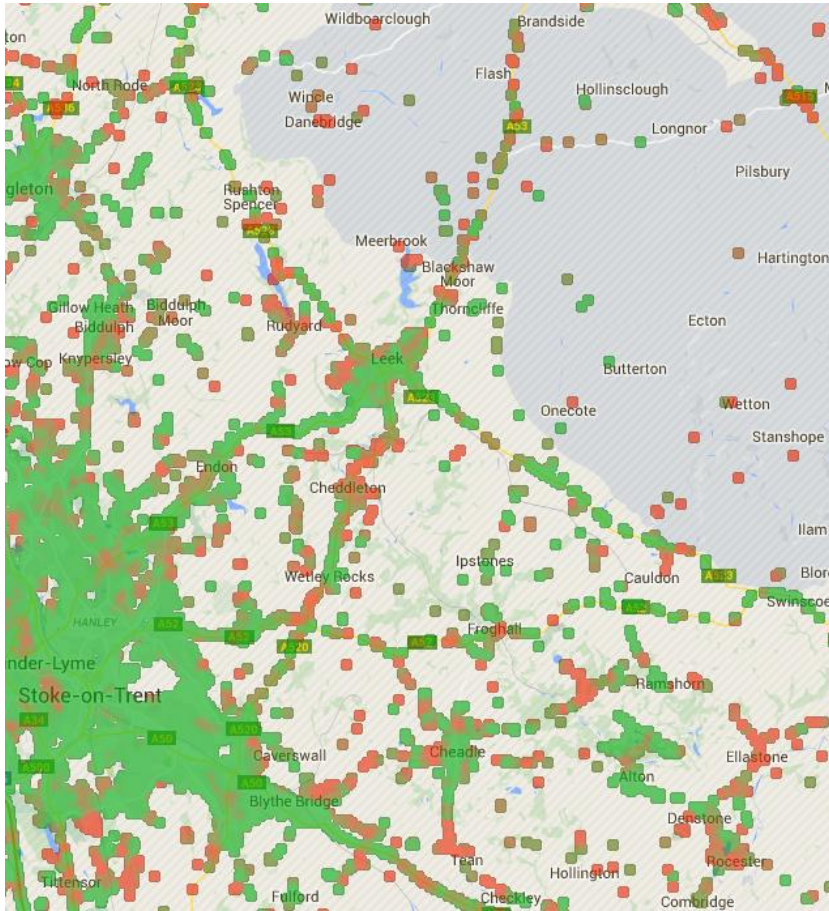
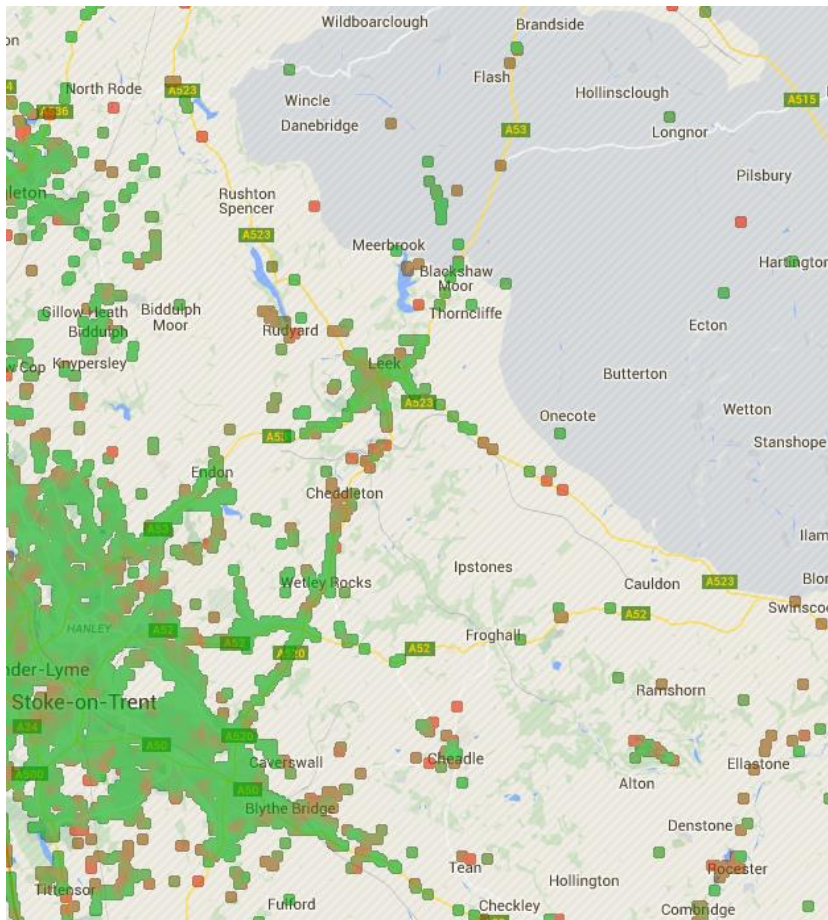


Figure 13: 4G coverage in Staffordshire Moorlands



7.3 Fitness for Purpose

7.3.1 Broadband Services

Existing provision within the Moorlands is provided through a range of existing telecommunication infrastructure, including:

- **ADSL:** Adaptation of Openreach's copper cable from local exchanges to carry broadband communications. Whilst download speeds are relatively good over short distances, the quality and speed of attainable data drops with distance. Therefore, customers located further from the local exchange are likely to receive a reduced quality service.
- **Optical Fibre:** This has two main formats: roadside cabinet (FTTC) and fibre to the premises (FTTP). With regard to FTTC, the final link to the premises is generally through a copper cable, or coax cable with Virgin Media. This final copper connection often results in a slower data rate due to the limitation of ageing copper and distance from the cabinet. Operators typically offer FTTP to corporate business customers that offers far higher speeds in excess of 1Gbps.
- **Wireless:** Wireless Local Loop (WLL) uses radio transmission to connect customers.

- Satellite:** Satellite broadband is an option available for those who live in rural areas where traditional fixed-line based broadband services aren't available. It uses a satellite dish to provide two-way access to broadband services with download speeds of up to 20 Mbps available.

The following diagrams set out the current performance of different broadband infrastructures within the Moorlands. On both Figure 14 and Figure 15, orange circles represent the exchange locations.

Figure 14: ADSL+ Speeds within the District (thinkbroadband.com)

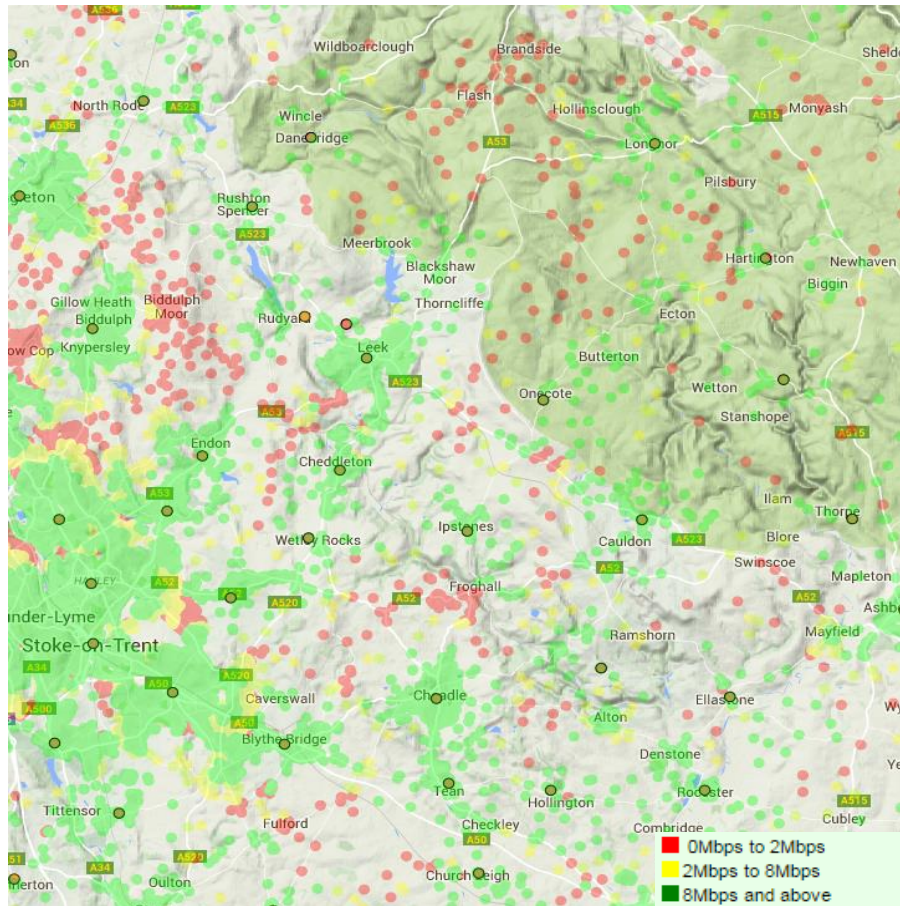
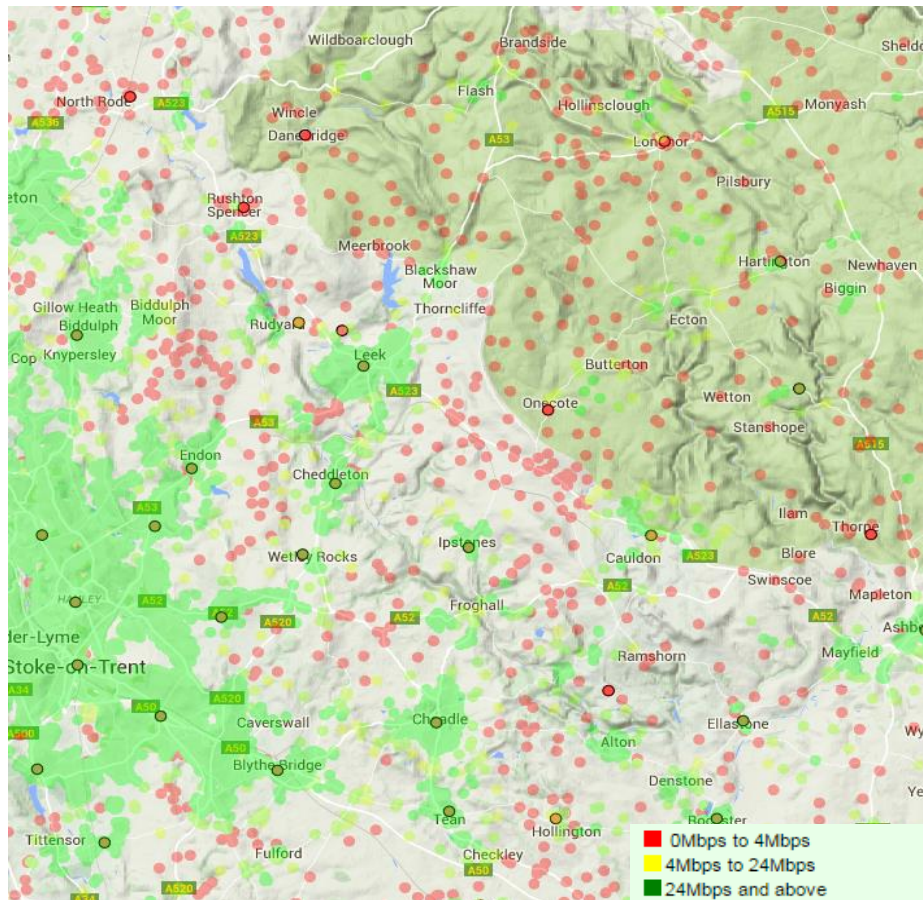


Figure 15: FTTC/Cable Speeds in the District (thinkbroadband.com)



Analysis of Figures 14 and 15 highlights that provision in and around the main towns of Leek, Cheddleton and Biddulph is relatively good, with most postcodes achieving speeds of 24Mbps or more. However there is a strong divide between the main towns and the neighbouring settlements, with many larger and smaller villages achieving far lower speeds of 4Mbps to 24Mbps.

A review of background documents and discussions within Staffordshire Moorlands Economic Development Officers and representatives from Superfast Staffordshire highlighted the following challenges to growth and current limitations in provision:

- Restrictions for the delivery of decent broadband speeds¹¹, or achieving even faster speeds, exist due to the age of existing copper wire and their varying lengths between the street cabinets and homes and business within the district. This is particularly true for a number of the proposed employment locations within the District which are considered to be spatially distant from the cabinet.
- A persistent ‘digital divide’ can stifle opportunities to grow home-based businesses or digital agricultural businesses, and it can fail to support a high quality standard of life. The Ofcom Digital Communications Review – Initial

¹¹ Identified by Ofcom as a Decent Broadband Speed of 10Mbit/s.

Conclusions (2016) highlighted that people who are ‘left behind’ usually experience social and economic exclusion.

- Delays in nationally rolling out more innovative or multi-method broadband provision, or hub connections, could disproportionately impact Staffordshire Moorlands, where the spatial distribution of growth within the district necessitates more innovative provision methods.
- Due to the physical nature of the Moorlands with its rolling hills and challenging terrain, the associated traditional civil costs are considerably increased. New methods, such as ‘soft dig’ and access to Openreach’s overhead poles should be explored in more detail.

7.3.2 Mobile / Cellular Provision

Figure 11 highlights that there are a number of postcodes within the District which do not receive outdoor 2G coverage, particularly in rural areas. 3G mobile network coverage as shown in Figure 12 is more extensive, but still stronger in the towns. 4G coverage shown in Figure 13 is almost non-existent outside of the towns and major road corridors.

7.4 Planned Schemes

7.4.1 Broadband Provision

In partnership with Broadband Delivery UK (BDUK) and Openreach, Staffordshire County Council is seeking to drive forward the installation of superfast fibre-based broadband to 95% coverage as part of the national BDUK programmes. By aligning with the wider Government programme of investment in broadband and communication infrastructure across the UK, Superfast Staffordshire has invested £31 million on broadband infrastructure within the county.

The Staffordshire Moorlands programme for broadband roll-out in the district confirms that the following areas have benefited from improved superfast broadband or are scheduled for the expanded delivery of the service.

- In 2015, Superfast Staffordshire resulted in the roll-out of superfast fibre Broadband to Werrington, the rural area to the north east of Leek town centre, Ipstones, Cheddleton, Alton and Onecote.
- By June 2016, installation will be extended to Warslow, Winkhill, Longnor, Flash, Rushton Spencer, Endon, Wetley Rocks and Brown Edge.
- The Areas surrounding Calton, Waterhouses, Wetton and Hopedale, Blackwood Hill and Horton, Lower Tean, Godleybrook and Whitehurst and Mayfield have been identified for extension of Superfast Staffordshire which is due for completion by the end of 2017.

Discussion with Superfast Staffordshire highlighted that by the end of the current BDUK contracts (1 and 2) - which will run until 2017 – Staffordshire Moorlands will have approximately 90% superfast broadband coverage.

Whilst this represents an approximate 16% improvement on current coverage, this will mean approximately 4,300 premises will still not be upgraded, which comprises 600 businesses and 3,700 residential units. Approximately 35 SME's within the district have also benefited from the last Broadband Connection Voucher Scheme, which closed in October 2015.

This programme evolved from a central Government agenda to expand the coverage of digital communications infrastructure within the UK. Specifically, HM Treasury's Digital Communications Strategy sought to increase superfast coverage to 95% of properties within the UK and free up bandwidths within the 4G spectrum. The strategy focussed on ensuring that people in rural areas, who may be outside the programme areas, can access high-speed broadband through the following actions:

- Through the Autumn Statement 2013, £10 million was allocated to market test innovative solutions for delivering superfast broadband services in the most difficult to reach areas of the UK. Seven market test pilots are now in deployment, and are generating evidence about the costs and challenges of delivering superfast speeds in hard to reach areas. The outcomes and the commercial roll-out of these innovative solutions are likely to be determined in late 2016, which could lead to a roll-out of new innovative schemes within the Moorlands.
- Raising the Universal Service Obligation to 10Mbps broadband, will ensure that consumers gain a legal right to request installation of 10Mbps capable services at an affordable price.

Following the Autumn Statement, the Government announced successful bids for a £10m innovation fund for pilot schemes which sought to address the rollout of broadband to addresses within the final 5% of the population that would not receive superfast broadband through the BDUK programme. The emerging findings from the BDUK Market Test Pilots (2016) highlighted that the final feasibility updates will be determined soon after the end of the pilot programme in March 2016.

Most recently within the Strategic Review of Digital Communications, the telecoms regulator Ofcom has placed pressure on Openreach to open up its network infrastructure to allow rivals to lay their own ultrafast fibre-optic lines. This may have the advantage of increasing greater market competition, speeding up fibre roll-out and improving efficiency speeds to a decent standard of 10Mbps and above for the 'last mile'. In addition, Virgin Media are seeking to expand their current footprint of around 45% of the UK to cover 60% of England by 2020.

7.5 Impact of Proposed Development

7.5.1 Development within existing settlements

The Superfast Staffordshire programme will seek to continue to improve the speed and quality of broadband in areas of existing market failure, with funding

anticipated to be scheduled until 2018, despite the shape and scope of the funding not yet determined.

7.5.2 New Allocations

In terms of new allocations, Openreach and the Home Builders Federation have agreed a solution capable of offering fibre broadband infrastructure connectivity to all new homes. Developers will have access to a clear, up-front indication where a site can be connected for free and where Openreach and Developer co-funding is required for a development.

The Department for Culture Media and Sport have identified alternative options to the Openreach agreement in '*New Build Homes: Superfast Broadband Connectivity Options*'. This report highlights typical and alternative options, such as Fluidata and Satellite Internet which are methods which can be explored in rural areas.

7.6 Delivery and Responsibilities

Delivery of digital communications will be the responsibility of the following providers:

- Superfast Staffordshire (including BDUK and Staffordshire County Council) for the roll-out of superfast broadband fibre and innovative technologies to support 95% coverage rural growth;
- Developer provision of telecommunications infrastructure within new sites (including Superfast Broadband fibre or technologies).
- Mobile / Cellular operators to improve the coverage of their 3G and 4G services.
- Market-led initiatives such as Virgin Media.

7.7 Summary of Telecommunications Infrastructure

Ref	Location	Spatial Scale	Scheme	Essential or Desirable	Lead Delivery Agency	Delivery Mechanism	Cost	Delivery Phasing	Gaps in Funding
TE1	County Wide	County	Continuation of Superfast Staffordshire	Essential	Superfast Staffordshire	BDUK	Funding Committed	Short term (0 – 5 years)	No Gap ¹²
TE2	County Wide	County	Roll-out of innovative rural BDUK test pilots for rural geographies	Essential	BDUK, Superfast Staffordshire	BDUK	Unknown	Medium (announcement of technologies confirmed in mid-2016)	Funding secured pending test pilot outcomes

¹² There is considered to be a gap in funding if it is assumed that 100% of the District requires a connection. Beyond the original £8million commitment, there will be no additional funding made available from the County and further EU funding looks unlikely. Whilst Central Government may make future announcement on the Final 5% Coverage, District Councils within Staffordshire may consider contributions to meeting this coverage gap. Contributions could be managed by Superfast Staffordshire.

8 Flood Risk and Drainage

8.1 Information Sources

This chapter considers flood risk infrastructure in Staffordshire Moorlands including fluvial, groundwater and surface water flooding infrastructure.

The following sources have been used to populate this chapter:

- Staffordshire Moorlands Level 1 Strategic Flood Risk Assessment Update (October 2015)
- Staffordshire Local Flood Risk Management Strategy (December 2015)
- Shropshire and Staffordshire Sustainable Drainage Systems (SuDS) Handbook (August 2015)
- Staffordshire Moorlands Infrastructure Plan (August 2012)
- Staffordshire Preliminary Flood Risk Assessment (2010)

8.2 Current Infrastructure

8.2.1 Overview of Flooding Issues

Staffordshire County Council is the Lead Local Flood Authority (LLFA) for Staffordshire Moorlands, and its Preliminary Flood Risk Assessment in 2010 established that the county as a whole was not in a Flood Risk Area. There have been a large number of recorded flood incidents in the District, although none have caused widespread damage.

The Local Flood Risk Management Strategy (LFRMS) found that there were four rural settlements in the District which were amongst the ten most at risk of surface water and small watercourse flooding in Staffordshire, and one urban settlement in the top ten most at risk. These can be found in Table 16.

Table 16: Settlements most at risk of flooding in Staffordshire Moorlands

Settlement	Type	Rank in Staffordshire	Properties at Risk
Endon	Rural	7 th	58
Leekbrook	Rural	8 th	53
Waterhouses	Rural	9 th	49
Forsbrook	Rural	10 th	45
Biddulph	Urban	10 th	229

Historically, flooding incidents in Staffordshire Moorlands have been predominantly in areas outside of the Peak District, and concentrated in more urban areas including Biddulph, Endon, Cheddleton and Cheadle. There were also flash floods in summer 2012 and 2014 on the A53 in Leek.

The area of Staffordshire Moorlands falls within the catchment area of the following rivers:

- **River Churnet:** 231km² of Staffordshire Moorlands within catchment area. Flows south from Peak District around Leek. Moderate relief topography, catchment area is mainly agricultural land.
- **River Dane:** 58km². Bounds the north of the District with its source in the Peak District. Steep topography and rural catchment area.
- **River Tean:** 48km². Flows south east out of the District from Stoke. Mainly rural catchment area except for Cheadle.
- **River Blithe:** 42km². Drains the most southerly region of the District. Catchment area is mainly arable farming and grassland.
- **Biddulph Brook:** 27km². Drains the area around Biddulph in the west of the District.

8.2.2 Flood Risk Sources

Maps were produced as part of the 2015 Strategic Flood Risk Assessment Update which demonstrate which areas in Staffordshire Moorlands are most susceptible to flooding from different sources:

- **Fluvial flooding** is caused by high flows in a river or large watercourse. In the Moorlands, rapid run-off from the Peak District and Staffordshire Moors can result in sudden flooding downstream. The River Churnet flooded in November 1959 and December 1964, the Tean in November 1977 and the Blithe in August 1987. There are also a number of culverted watercourses in the District which are not maintained regularly or adopted as public sewer. This is a particular problem in Leek, Biddulph, Cheadle and Endon particularly where new developments may rely on them for the discharge of surface water.
- **Surface water flooding** occurs when small watercourses, ditches and areas of less permeable ground such as towns experience high rainfall. The most frequent cause of surface water flooding in the District is from the steep hillsides. There were 24 incidents of surface water flooding in the Moorlands between 1996 and 2014. Of the 21 records of highway flooding, none were on the A50, the only major trunk road in the District. Biddulph is particularly susceptible to surface water flooding.
- **Groundwater flooding**, which occurs when groundwater levels rise above ground levels, is not a major problem across Staffordshire. There has been one recorded incident in the Moorlands, which took place in Leek in 2013. In addition, land near Tittesworth Reservoir, to the south and east of Cheadle and around Endon is seen as more susceptible to groundwater flooding.
- **Sewer flooding** is generally centred in built-up areas. There were 25 incidents in Leek between 1990 and 2008 and 18 in Endon between 1997 and 2012, with 8 of these occurring in 2012. There were also a significant number of older incidents in Biddulph. United Utilities have been contacted in relation to updated records.

- **Artificial flood sources** such as canals are generally a product of the area's industrial heritage. There were 15 records of flooding relating to canals between 1979 and 2010. In addition, a failed embankment in Leek led to an incident in November 2009 and a dam was almost breached in Cheadle in 2006.

8.2.3 Current Measures

Table 17 shows the current formal measures used to prevent flooding in Staffordshire Moorlands.

Table 17: Current flooding prevention measures in Staffordshire Moorlands

Watercourse	Town	Owner	Type	Length (m)	SOP (years)
Endon Brook	Denford	Environment Agency (EA)	Embankment	110	100
Endon Brook	Denford	EA	Reinforced concrete stone faced floodwall	41	100
Endon Brook	Denford	Private	Road bridge abutment	21	100
Endon Brook	Endon	EA	Embankment	26	100
Endon Brook	Endon	EA	Wall	30	100
River Tean	Upper Tean	Local Authority	Red brick floodwall	120	100
River Tean	Upper Tean	EA	Earth embankment	48	100
River Tean	Upper Tean	EA	Masonry wall	48	100
River Tean	Lower Tean	EA	Mill Lane embankment	63	100
Fors Brook	Blythe Marsh	EA	Embankment	20	100
Fors Brook	Blythe Marsh	EA	Embankment	9	100

8.2.4 Wider Policy Context

Staffordshire County Council's Preliminary Flood Risk Assessment (2010) establishes that the county is not in a Flood Risk Area. Staffordshire Moorlands falls within the area covered by the Humber River Basin District. Humber RBD's Flood Risk Management Plan Scoping Report was published in 2014 and the draft final report has since been published. This sets out flood risk management strategies from 2015 to 2021, and strategies relevant to Staffordshire Moorlands are summarised in Section 8.4.1.

New regulations came into force in April 2015 to require Sustainable Drainage Systems (SuDS) to be agreed through the planning application process. This means developers will need to agree their SuDS with Staffordshire Moorlands District Council and will need to meet certain SuDS standards, as set out in

Planning Practice Guidance. The guidance includes a hierarchy of acceptable discharge solutions with infiltration to the ground the most preferred and connection to sewers the least preferred (but still permissible).

8.3 Fitness for Purpose

The 2010 Staffordshire Preliminary Flood Risk Assessment (PFRA) noted three areas in Staffordshire Moorlands where persistent flooding takes place flood risk infrastructure is not currently sufficient to combat this. These included:

- **Lower Tean:** River Tean regularly floods in the area close to the village. The PFRA recommends diverting the existing watercourse.
- **Brown Edge:** Existing watercourse regularly floods the area. The PFRA recommends diverting the watercourse.
- **Endon:** Village Brook runs through the village and often floods.

The District's Strategic Flood Risk Assessment did not highlight any other areas in Staffordshire Moorlands where flood defences are currently inadequate.

8.4 Planned Schemes

8.4.1 Humber River Basin District

The Humber RBD sets out a number of schemes as part of its flood risk management strategies. Staffordshire Moorlands falls within Dove Catchment and Trent Valley Staffordshire Catchment. The following schemes are ongoing or proposed. All are within the Dove Catchment unless otherwise stated:

- Access and egress – ensure development is safe and residential developments have dry pedestrian egress out of the floodplain and emergency vehicular access
- Properties close to a formal defence or water retaining structure (e.g. reservoir, canal) require a detailed breach and overtopping assessment to ensure safe management of potential risk to life
- Promote de-culverting where possible and prevent further culverting and building over of culverts
- Identify sites where developer contributions could be used to fund future flood risk management schemes
- Full assessment of lifetime of existing assets (e.g. bridges, culverts etc.) compared with lifetime of the development, funded by developer contributions
- Basements should not be used for habitable purposes and commercial basement access points should be 300mm above 1 in 100 year flood level
- Seek an 8 metre wide undeveloped buffer strip on either side of rivers
- Promote awareness and local action in Brown Edge on flood risk activities and investigate potential mitigation measures (Trent Valley Staffordshire)

8.4.2 Staffordshire County Council

The 2010 Staffordshire Preliminary Flood Risk Assessment recommended three schemes for Staffordshire Moorlands:

- **Lower Tean:** Scheme to divert an existing watercourse around the village to reduce persistent flooding problems. Construction is to be completed this year.
- **Brown Edge:** Scheme to divert an existing watercourse around the village to reduce persistent flooding problems, with hydraulic modelling planned to take place in 2017/18 to determine the course of the diversion.
- **Endon:** Scheme to reduce flooding from Village Brook that runs through the existing village, with modelling planned to take place in 2017/18.

8.4.3 Staffordshire Moorlands Infrastructure Plan (2012)

Two schemes are recommended in the 2012 Infrastructure Plan:

- Upgrading, renewal and extension to drainage network to be determined in Site Allocations DPD
- Flood Defence Operational infrastructure to be determined in Site Allocations DPD

8.5 Impact of Proposed Development

Given that Staffordshire Moorlands is not generally a high flood risk area, the Council will not expect proposed development to have a major effect on flood risk. However, the Core Strategy sets out a number of policies relevant to flooding which state that development on the flood plain should ideally be located in lower risk areas. In addition, new development should conform to SuDS guidance.

8.6 Delivery and Responsibilities

To ensure that new development is not susceptible to or does not contribute to increased flood risk, Staffordshire County Council as Lead Local Flood Authority is consulted on planning applications in Staffordshire Moorlands if any of the following criteria apply:

- Development is over 0.5 ha or 10 or more individual houses for residential, or over 1.0 ha for commercial
- Site is within the extent of the Updated Flood Map for Surface Water
- Site is within 20m of a known historical flood hotspot
- There is an ordinary watercourse (as represented on the Detailed River Network or on OS mapping) on or within 5 metres of the site
- The site is within risk areas identified within Surface Water Management Plans

8.7 Summary of Flood Risk and Drainage Infrastructure

Ref	Location	District or County	Scheme	Essential/Desirable	Lead Delivery Agency	Delivery Mechanism	Cost	Delivery Phasing	Gaps in Funding
FL1	Lower Tean	District	Divert existing watercourse around village	Essential	Environment Agency	EA capital plans	Unknown	Due to be completed in 2016	No gap
FL2	Brown Edge	District	Divert existing watercourse around village	Essential	Environment Agency	EA capital plans	Unknown	Modelling planned for 2017-18	Funding through capital plan – uncommitted
FL3	Endon	District	Reduce flooding from Village Brook	Essential	Environment Agency	EA capital plans	Unknown	Modelling planned for 2017-18	Funding through capital plan – uncommitted
FL4	Biddulph	District	Increase measures to reduce surface water flooding	Essential	SMDC	SMDC capital plans / private development	Unknown	Short term (0 – 5 years)	Funding linked to delivery of development – uncommitted

9 Waste Management

9.1 Information Sources

This chapter covers the provision of waste management infrastructure in Staffordshire Moorlands.

The following evidence base documents have been used to inform the assessment of waste management:

- Discussions with Staffordshire Moorlands Waste Management Officer and Staffordshire County Council Waste
- Staffordshire and Stoke-on-Trent Joint Waste Core Strategy 2010 – 2026 (adopted March 2013)
- Staffordshire County Council Annual Monitoring Report (2013/14)
- Joint Municipal Waste Strategy

9.2 Current Infrastructure

Staffordshire Moorlands District Council is responsible for the collection of Municipal Waste and the Management of Recycling Contracts as the Waste Collection Authority, however they do not have responsibility for the provision of Waste Disposal Facilities. Staffordshire County Council, alongside Stoke-on-Trent City Council, acts as the Waste Disposal and Planning Authority for Staffordshire Moorlands with the exception of the part of the County which falls within the Peak District National Park. There are also a number of private facilities within the District Area.

Table 18 below highlights the current Waste Management Infrastructure which exists within the District and the Statutory Body responsible for operation. Facilities are generally wide-ranging and are focussed around the three main towns within Staffordshire Moorlands.

Table 18: Waste Management Infrastructure used by Staffordshire Moorlands

Waste Stream		Waste Management Facility	Role of Facility	Responsibility for Waste Inputs
Residual Waste	Local Municipal Waste (Household Waste and a limited level of Commercial Waste)	Fowlchurch Depot Leek Transfer Facility	Facility for 'bulking-up' both Municipal, Recycling and Green Waste within the District for onward transfer.	Staffordshire Moorlands District Council operate a contract for Recycling and Green Waste Elements where these features are then bulked for transfer. Staffordshire County Council own the Residual Waste Elements of the Leek Transfer Facility. Contracts for vehicles

				for transfer onto various facilities are managed by Staffordshire Moorlands District Council.	
	Typical Residual Municipal Waste	Energy Recovery Facility at Hanford, Stoke-on-Trent	Residual Waste Transferred from Leek to generate energy in the form of electricity, heat or power.	Stoke-on-Trent and respective contracts are responsible for providing Waste Inputs. Cross-boundary movement of residual waste from Staffordshire Moorlands to Hanford Energy from Waste.	
	'Bulky' Residual Municipal Waste	W2R (Waste to Resources) Residual Waste Treatment Facility	W2R has facilities which allow 'bulky' Residual Waste to be shredded prior to combustion.	Staffordshire County Council responsible for providing Waste Inputs.	
	Landfill Waste	Cannock Landfill	Minimal levels of Staffordshire Moorlands waste are transported to the Cannock Landfill, during the time when there is a diversion request or shutdown period that affects deliveries to existing Energy from Waste Facilities.		
Recycled Waste	Cheadle Household Waste Recycling Centre	Fowlchurch Household Waste Recycling Centre, Leek	These sites handle household recyclable waste. Residual Waste is also identified at these facilities, with accepted materials details on the Recycling Centres webpage. ¹³	As a result of the rural nature of the Local Authority, there are three recycling centres within the main Towns. These are owned and managed by Staffordshire County Council. FCC Environment are contracted to operate these facilities on behalf of SCC	
	Bemmersley Road Household Waste Recycling Centre, Biddulph				These recycling centres cater for a household hazardous substances, such as fluorescent tubing, gas bottles, furniture and electrical appliances and tyres. These centres also manage a small proportion of construction and demolition waste.
Commercial and Industrial	Whilst the Recycling Centres handle a limited level of Commercial and Industrial Waste, it is anticipated that the Private Sector would be expected to cater for these waste streams. SMDC also provide a commercial waste collection service.				

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<http://www.staffordshire.gov.uk/environment/rubbishwasteandrecycling/recyclingcentres/RecyclingCentres.aspx>

Hazardous and Agricultural	In terms of other waste streams, such as agricultural and hazardous waste, it is anticipated that the Private Sector would be expected to cater for these waste streams.
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Staffordshire Moorlands District Operated Contracts

Staffordshire Moorlands offer a kerbside collection service which collects household waste within the District and moves this to Leek Transfer Facility. The District wanted to begin a kerbside collection service ahead of facilities being available from Staffordshire County Council. As a result, Staffordshire Moorlands changed contracts in 2007 to ensure that kerbside recycling could commence: co-mingled recyclables are transported to Hertfordshire, paper-recycling is moved to Kings Lynn and organic waste is transferred to Ashbourne in Derbyshire for treatment or processing. Recycling levels within the District are approximately 55%, which is above the County average of 50 – 55%.

Staffordshire Moorlands offer a commercial trade waste collection service which provides for approximately 750 of the 3,000 Business Rate payers within the District. Peak Waste, Brown Recycling, Veolia, Biffa and Sita offer the remainder of the commercial market share.

Privately Operated Facilities

There are also a number of Recycling Facilities which are privately owned within Staffordshire Moorlands. These are listed within Appendix 5 of the Staffordshire and Stoke-on-Trent Joint Waste Local Plan (2010- 2026) as including¹⁴:

- Old Coal Yard, Barnfields Industrial Estate (Operational), Leek.
- Unit K Brookhouse Industrial Estate, Brookhouse Industrial Estate (Operational), Cheadle.
- Blue Hills, Upper Hulme (Operational), Leek.
- Colegreen Yard, Gorsty Hill Road, Tean, (Operational), Leek.
- Auto Line Motor Salvage, Froghall (Operational), Froghall.
- K J Baines Commercial, Upper Hulme (Operational), Leek.
- T M E Recycling, Hillside Industrial Park (Operational), Cheadle.
- Land at Hillside Industrial Estate, Draycott Cross Roads (Pre-operational), Cheadle.

The Joint Waste Plan also highlights that there are two Waste Transfer Facilities operating privately within Staffordshire Moorlands, which include: Arthur Wrights Waste Recycling and Transfer Station (Cheadle) and Waste Management Site Brookhouse Industrial Estate (Cheadle). In addition, there are also four Organic Treatment Facilities within the District, including: Pointons Anaerobic Digestion Plant, Cheddleton; Open Windrow composting on land adjacent to Kingsley Brickworks Cressford Farm and Booths Farm, which are Open Windrow

¹⁴ Operational status of private facilities correct as of May 2012

Composting Facilities located respectively in Dilhorne and Cheadle. Additionally, there is one aggregate recycling facility at Booths Farm in Cheadle.

A review of the Staffordshire County Council Annual Monitoring Reports for 2011-12, 2012-13 and 2013-14 concluded that there had been no applications for new privately owned waste facilities within Staffordshire Moorlands since the adoption of the Joint Waste Plan in 2012. There was one non-material amendment for the changes to part of the existing site layout at the Fowlchurch Household Waste Recycling Centre in Leek in 2012/13.

9.3 Fitness for Purpose

Existing Capacity

There is currently sufficient capacity within the existing Waste Treatment Facilities within the District. Discussions with members of the Staffordshire County Council Waste Management Team identified that the capacity of the existing recycling centres within the District was sufficient: Cheadle Household Waste Recycling Centre has had significant capacity since its construction in 2007, and the other Household Waste Recycling Centres have notable flexibilities.

With regard to the cross-boundary movement of waste to other facilities within the County, the Joint Waste Core Strategy (2013) identifies that, based on the planned growth across the County Council and Stoke-on-Trent area, a small capacity gap for recycling and additional capacity is required by 2020/21 of 2,000 tonnes per annum. There is likely to be sufficient organic and residential treatment capacity to meet the landfill diversion tonnages of Municipal Solid Waste and Commercial and Industrial Waste.

Existing Provision and Changes in Legislation and Guidance

Planning for waste management is guided by the policies within the National Planning Policy for Waste (October 2014) and the Planning Practice Guidance (March 2014). The Guidance indicates that all Waste Planning Authorities, to the extent appropriate to their responsibilities should look to drive waste up the waste hierarchy. The Waste Hierarchy prioritises preventing and re-use over other recovery and disposal.

The need to consider infrastructure for waste management is also compounded by recent or emerging legislative changes:

- Revised Waste Framework Directive (2008) which seeks to increase recycling targets by 50% by 2020, and includes a target to stop landfilling of biodegradable waste by 2017.
- The European Commission is currently producing a circular economy strategy which it sought to deliver in late 2015. The strategy will include new legislative waste targets and focus on closing the loop between business, economic development and waste.

Both the Municipal Waste Management Strategy (2007) and the Joint Waste Core Strategy (2013) aim to achieve a target of zero municipal, commercial and industrial waste to landfill by 2020. For municipal waste, this requires 50% of

Municipal Solid Waste to be recycled and composted (of the equivalent of 55% of household waste) and required for the remaining 50% to be recovered. For Commercial and Industrial Waste, the target for 100% diversion from landfill by 2020 is underpinned by a small assumption that approximately 10% of this waste stream will still go to landfill. To achieve these targets:

- Residual waste is generally only taken to landfill where there is a diversion request or shutdown period that affects deliveries to existing Energy from Waste Facilities. Whilst there may be a limited number of operating landfills in and around the Staffordshire Moorlands area, there is only one remaining arrangement in place to send very small amounts of bulky residential waste to Poplars landfill in Cannock.
- Small amounts of Commercial, Demolition and Excavation Waste will be managed at the three Household Waste Recycling Centres within the District. However it is anticipated that the majority of commercial waste will be absorbed by the commercial sector.

9.4 Planned Schemes

In terms of currently planned schemes within the District, anticipated change is focussed on the future of existing contracts with Stoke-on-Trent and following the introduction of the alliance between High Peak and Staffordshire Moorlands in 2008. With regard to existing contracts, the following outcomes are likely to be monitored across the Plan Period:

- **Collection Services Contract:** Collection Services within Staffordshire Moorlands are currently under review with the aim to align operations in 2017, as the High Peak waste collection contract ends at this point in time. The two authorities have aspirations to have an amalgamated service in operation by 2017.
- **Residual Waste Contract:** The Joint Waste Local Plan considers Hanford Energy from Waste to be a ‘Strategic Waste Facility to be Safeguarded’. The County Council contract with Stoke-on-Trent for transfer of residual waste to the Hanford Energy from Waste will come to an end in 2020, with discussions on the future for the facility currently under review. The outcomes of this review are unknown; however, should this Contract not be renewed, discussions with the County Council determined that there would likely be sufficient capacity within the W2R Energy from Waste to cater for waste arising from Staffordshire Moorlands.

Recycling Centres within the District, the Staffordshire and Stoke-on-Trent Joint Waste Local Plan (2010 – 2026) identifies Biddulph and Leek for the focus of waste management facilities. Specifically, policy 2.3 Broad Location seeks to focus waste management facilities as close as possible to the origin of waste. The Policy states that Leek and Biddulph have been identified as Other Significant Settlements where proposals of a local scale will be supported if they are located in or close to these defined settlements.

It is worth noting that the District Council, as contractor for SCC, offer a rural disposal option for recycling to take bulky goods. However this service has been

discontinued following the opening of the third Household Waste Recycling Centre in Cheadle.

9.5 Impact of Proposed Development

Staffordshire County Council have modelled the inputs of waste capacity for each Local Authority for the next 1 to 2 years. It is recognised that all waste stream fluctuates based on recessionary, seasonal or growth trends, and therefore it is complex to predict and project changes in waste arisings.

Discussions with Staffordshire County Council highlighted that based on the planned levels of growth within Staffordshire Moorlands and the levels of capacity within the existing facilities, it is unlikely that additional capacity will be necessary over the Plan Period. Nevertheless, it is considered difficult to expand existing Waste Transfer Station and Recycling Centres within the District as there is limited land for growth.

Instead, the performance of existing facilities and levels of capacity will therefore be monitored by the County Council, and Staffordshire Moorlands will review the collection service following formalisation of contract arrangements.

9.6 Delivery and Responsibilities

Staffordshire County Council are responsible for the management of waste within the District. However, as Staffordshire Moorlands aspired to progress recycling collections faster than the County Council, SMDC use the Leek Transfer Station as a means of bulking and then transporting recyclable materials to their contracted treatment facilities (e.g. Hertfordshire, Kings Lynn etc.).

9.7 Summary of Waste Infrastructure

Ref	Location	District or County	Scheme	Essential/ Desirable	Lead Delivery Agency	Delivery Mechanism	Cost	Delivery Phasing	Gaps in Funding
W1	District Wide	District	Monitor waste management capacity for residual arisings within the District	Essential	SCC	SCC capital plans	Unknown	Ongoing	Funding through investment plan – uncommitted
W2	District Wide	District	Monitor waste management capacity for recycling arisings within the District (particularly at Leek Transfer Station)	Essential (if new infrastructure necessary)	SMDC	Recycling credits	Unknown	Ongoing	Funding through investment plan – uncommitted

10 Green Infrastructure, Open Space and Public Space

10.1 Information Sources

This chapter covers the provision of parks and gardens, provision for children and young people including play areas and skate parks, allotments, amenity green space, green corridors and natural and semi-natural open spaces. Cemeteries are covered in the Community and Cultural chapter. Pitches for organised sport are dealt with in the Sport, Leisure and Recreation chapter.

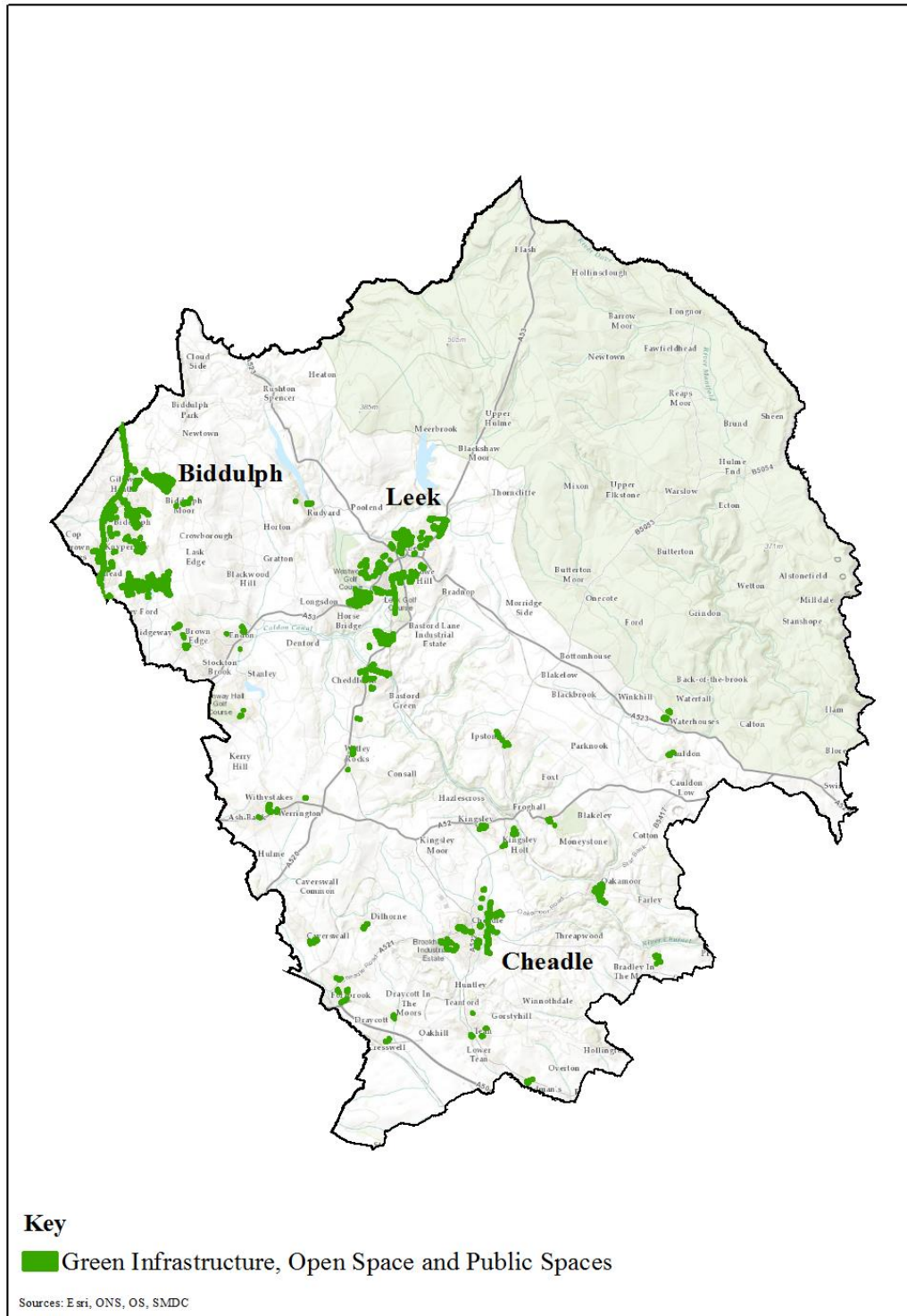
The following sources have been used to populate this chapter:

- Open Space, Sport and Recreation Facility Assessment (March 2009)
- Public Green Space and Countryside Strategy 2010–2015 (January 2010)
- Public Open Space SPG (November 2004)
- Play Strategy (June 2007)
- Staffordshire Moorlands Annual Monitoring Report (2014 – 2015)
- Dialogue with Staffordshire Moorlands District Council Senior Horticulture Officer (Development) (February 2016)
- Council webpages on Green Infrastructure, Open Space and Public Space

10.2 Current Infrastructure

Figure 16 shows the location of all current registered green infrastructure, open space and public space in Staffordshire Moorlands.

Figure 16: Green Infrastructure, Open Space and Public Space in Staffordshire Moorlands



Staffordshire Moorlands District Council PPG 17 study (also known as the Open Space, Sport and Recreation Facility Assessment) was published in March 2009 and assesses the provision of open space, sport and recreation facilities in Staffordshire Moorlands. The study, which has largely informed this chapter, has included assessments of country parks, formal parks, natural and semi-natural green spaces, amenity green space, allotments, cemeteries and churchyards, green

corridors and civic spaces. It forms part of the evidence base for the Staffordshire Moorlands Local Plan and has not been superseded by the NPPF or NPPG.

As well as performing an audit of facilities, the study also recommends standards for the quantity of type of area. PPG 17 recommends that standards should be set locally using information from the needs and opportunities assessment. The standards setting process involved analysis of national standards, existing local standards, current provision and consultation in the form of household surveys. There is not likely to be an updating of these standards. Table 19 gives the 2009 provision and the expected standard for each relevant type of green infrastructure. Recommended standards are not given for green corridors or civic spaces.

Table 19: Actual and recommended quantity of provision

	2009 provision	Recommended standard
Formal parks	0.22 ha per 1000 population	0.23 ha per 1000 population
Country parks	0.99 ha per 1000 population	0.99 ha per 1000 population
Natural and semi-natural open space	0.75 ha per 1000 population	0.75 ha per 1000 population
Amenity green space	0.30 ha per 1000 population	0.30 ha per 1000 population
Allotments	0.09 ha per 1000 population	0.097 ha per 1000 population
Provision for children	0.05 ha per 1000 population	0.08 ha per 1000 population
Provision for young people	0.011 ha per 1000 population	0.07 ha per 1000 population

The Public Green Space and Countryside Strategy was published in 2010 as a strategic response to the conclusions made in the 2009 PPG 17 audit. The strategy sets out priorities within each town in the district for each type of open space, sport and recreation facility assessed in the audit. It also sets out action points detailing which bodies to work with in order to secure the required quality and quantity of provision.

10.2.1 Parks and Gardens

There are three formal parks¹⁵ and three country parks in Staffordshire Moorlands. These are as follows:

Table 20: Provision of parks and gardens in Staffordshire Moorlands

Name	Type	Size (ha)	Area	Quality score
Biddulph Grange	Country Park	4.83	Biddulph	88
Greenway Bank	Country Park	55.96	Biddulph	68
Memorial Recreation Ground	Formal Park	1.77	Cheadle	70
Ladderedge	Country Park	28.34	Leek	76
Brough Park	Formal Park	15.69	Leek	100

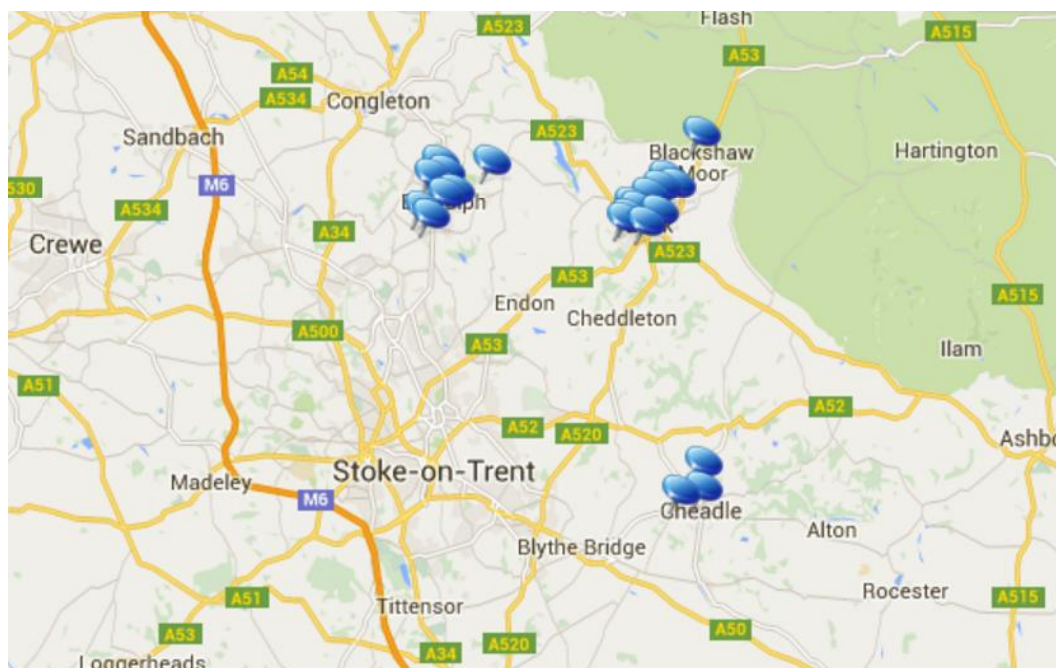
¹⁵ Pickwood Recreation Ground and Westwood Recreation Ground were considered to be formal parks in the PPG 17 study, however discussion with the Senior Horticulture Officer established that they are now considered to be provision for children and young people.

Birch Gardens	Formal Park	0.44	Leek	84
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10.2.2 Provision for Children and Young People

Staffordshire Moorlands District Council keeps a record of registered play areas on its website. It manages 18 of the 22 registered play areas across the district, with town councils running 1 in Leek and 3 in Cheadle. These are shown on a map in Figure 17 taken from the District Council website.

Figure 17: Location of council registered play areas in Staffordshire Moorlands



The audit found a total of 41 children's play areas in Staffordshire Moorlands. There are 20 in the rural areas and 7 each in Biddulph, Cheadle and Leek. There are also 10 sites of provision for young people. These are detailed in Table 21.

Table 21: Provision for young people in Staffordshire Moorlands

Name	Type	Size (ha)	Area	Quality Score
Mill Hayes Sports Ground	Skate park	0.04	Biddulph	93
Newpool Terrace	Recreation ground	0.14	Biddulph	58
Hammersley Hayes Road	Recreation ground	0.25	Cheadle	38
Tean Road Recreation Ground	Skate park	0.01	Cheadle	69
Tean Road Recreation Ground	Multi Use Games Area (MUGA)	0.05	Cheadle	72
Ball Haye Green	Recreation ground	0.02	Leek	72
Leek Brough Park	Skate park	0.02	Leek	82
Pickwood Recreation Ground	Recreation ground	1.47	Leek	74

Westwood Recreation Ground	Recreation ground	0.34	Leek	76
Werrington Playing Fields	Multi Use Games Area (MUGA)	0.05	Rural	51

10.2.3 Allotments

Allotments in Staffordshire Moorlands are all by respective Parish and Town Councils. Leek Town Council is responsible for seven sites within the town which consist of 260 full plots and 40 half-plots. The audit found a total of nine allotment sites across Staffordshire Moorlands totalling 7.90 hectares.

Table 22: Provision of allotments in Staffordshire Moorlands

Name	Size (ha)	Area	Quality Score
Squirrel Hayes Avenue	0.49	Biddulph	74
Abbey View	0.21	Leek	68
Novi Lane	0.52	Leek	46
Cheddleton Road	0.88	Leek	56
Thornhill Road	0.83	Leek	74
Beggars Lane	3.16	Leek	66
Badnall Street	1.01	Leek	68
Ashcombe Road	0.47	Rural	60
Pump Street	0.33	Leek	68

10.2.4 Other Types of Green Space and Open Space Provision

The PPG17 audit also made reference to a wide and diverse range other open space ‘types’ within the District. The following summarises the provision of amenity space, green corridors, natural open space and civic spaces within the District.

Amenity Green Space

The PPG 17 audit found that there are 39 amenity green spaces in Staffordshire Moorlands. A total of 14 of these are in the rural areas, 11 are Biddulph and seven each are in Cheadle and Leek.

Green Corridors

Biddulph Valley Way is a major green corridor which runs for 4.5 miles along the former railway line to the west of Biddulph. Dialogue with the Council shows that new green corridors have not been delivered in the district and emphasis has now been placed upon maintenance of existing corridors.

Natural and Semi Natural Open Space

The audit found 30 natural and semi natural open spaces. Of these 12 are in rural areas, eight are in Biddulph, six are in Leek and four in Cheadle. The district

contains a number of Local Nature Reserves, both in the towns and the rural areas, which offer access to open space and local wildlife. These are:

- Brough Park Fields, Leek
- Cecilly Brook, Cheadle
- Hales Hall Pool, Cheadle
- Hoften's Cross Meadow, Cauldon Lowe
- Marshes Hill Common, Brown Edge
- Wetley Moor Common, Werrington

24% of survey respondents in the audit indicated that they visit natural and semi natural open space in Staffordshire Moorlands, making it one of the most frequently visited types of open space.

Civic Spaces

The audit found two civic spaces in Staffordshire Moorlands, which comprised Station Road in Biddulph and Leek Market Square.

10.3 Fitness for Purpose

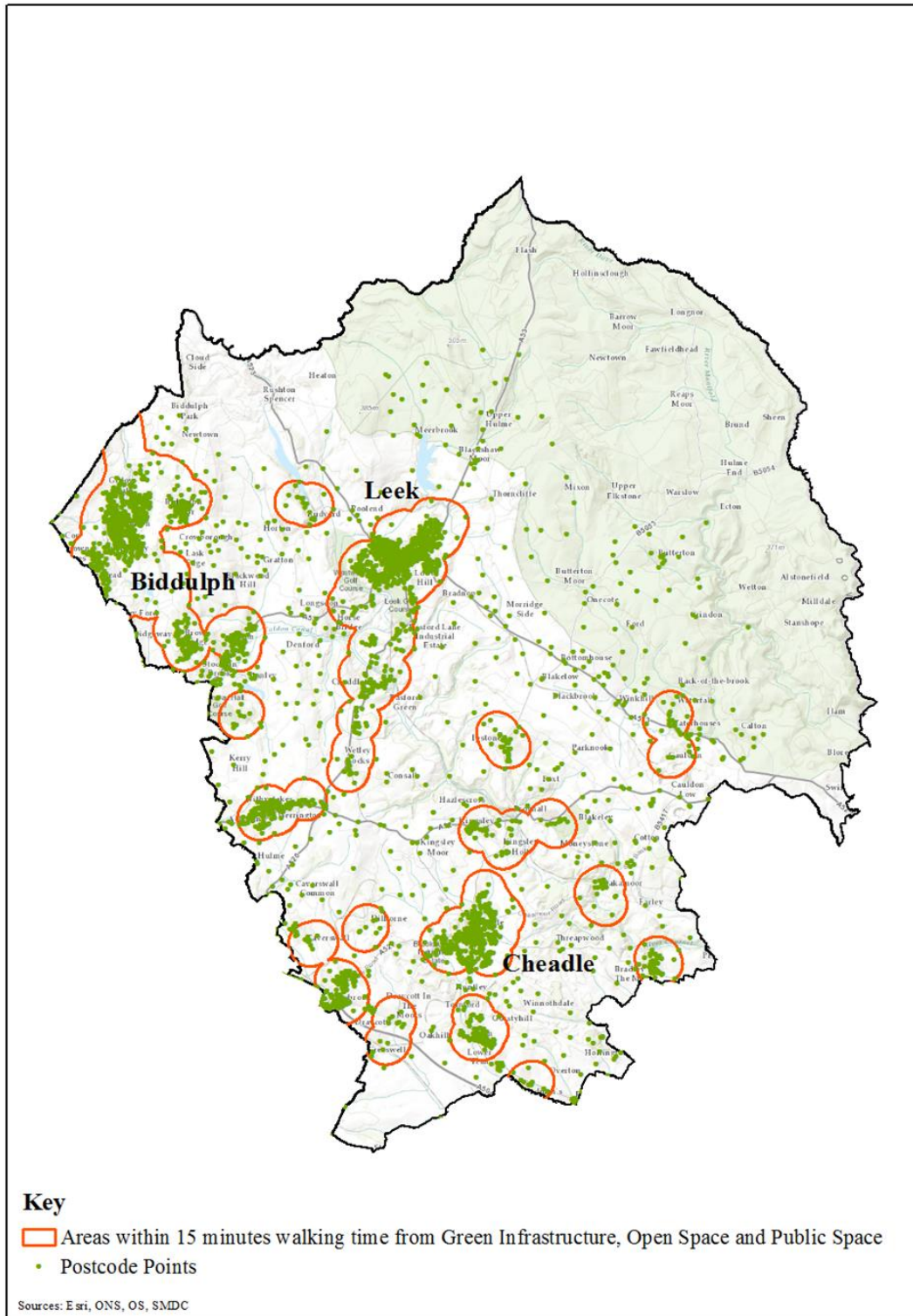
The 2009 PPG 17 study gives local recommended travel times for access to open space, sport and recreation facilities. These vary between urban and rural areas and from 10 minutes walking time for amenity green space and provision for children to 22 minutes driving time for country parks.

Figure 18 shows which areas are within 15 minutes walking time of any form of green infrastructure, open space or public space. 1,200 metres is commonly used to show 15 minutes walking time, however this would be shown as an as-the-crow-flies distance and would not reflect the rural nature and challenging terrain of much of the District. The PPG 17 study gives a distance of 720 metres to represent 15 minutes walking time, and this approach is used here. This is intended as a generalised measure – provision may be of insufficient quality, and areas may be served by some forms of green infrastructure but not others. This will be covered later in this section.

Postcode data from the Office for National Statistics shows areas of population, with denser concentrations of postcodes showing where demand for infrastructure will be higher.

Populated areas generally have good access to at least one form of green infrastructure, with almost the entire populations of Leek, Biddulph and Cheadle all falling within a notional 15 minute walking distance of provision. Larger villages such as Endon, Werrington and Blythe Bridge also have strong coverage. There is far more limited provision in rural areas. The A523 corridor between Leek and Waterhouses has no registered green infrastructure at all, and there are also large patches of population with no provision to the east and south east of Biddulph.

Figure 18: Access to Green Infrastructure, Open Space and Public Space in Staffordshire Moorlands



The PPG 17 audit gives each resource a quality score out of 100. Elements which were seen as being more important during public consultation are weighted higher. Similarly, the Council monitors the quantity, quality and accessibility of open space and outdoor sports facilities through the Annual Monitoring Report.

Table 23: Current Balance of Provision within the Annual Monitoring Report (2014-2015)

	Formal Parks (ha)	Country Parks (ha)	Natural and seminatural open space (ha)	Amenity Green Space (ha)	Facilities for Children (ha)	Facilities for Young People (ha)	Outdoor Sports Facilities (ha)	Abolments (ha)
Biddulph	-4.58	41.09	2.14	-0.07	-1.19	-1.15	-10.27	- 0.94
Cheadle	-1.03	-12.04	0.6	0.44	0.09	-0.54	-1.42	-1.18
Leek	11.02	3.22	-1.24	0.25	-1.05	-0.89	0.08	5.72
Rural	-9.0	-38.65	0.12	0.89	-1.42	-2.64	1.20	- 2.56

10.3.1 Parks and Gardens

Dialogue with Staffordshire Moorlands District Council and a review of the Annual Monitoring Report identified the following in terms of access to formal and Country Parks:

- Cheadle has a deficiency in the provision of Parks and Gardens. The PPG 17 audit gave its one formal park, the Memorial Recreation Ground, a score of 70.
- Biddulph has no formal parks but has two large country parks, which is reflected within the conclusions of the Annual Monitoring Report. Of these, Greenway Bank to the south of the town is of a lower quality with a score of 68 and Halls Road has had significant investment to improve the quality of provision.
- By contrast, Brough Park in Leek is a major asset. An application to the Heritage Lottery Fund (HLF) is being submitted for Brough Park in 2016. Leek also has one country park and a further three formal parks, with none scoring below 74.

10.3.2 Provision for Children and Young People

The audit found that the quantity and quality of provision for children and young people was generally insufficient across the district. The Staffordshire Moorlands Play Strategy, adopted in June 2007, found that 60% of wards in the district have no open access outdoor youth provision at all. Those wards which were assessed as being most in need were:

- Biddulph East
- Cheadle South East
- Cheadle West
- Checkley

- Churnet
- Leek East
- Leek South

The Annual Monitoring Report (2014 – 2015) considered that there were considerably deficiencies across the District in the provision of facilities for Children and Facilities for Young People.

10.3.3 Allotments

Dialogue with the Senior Horticulture Officer (Development) and a review of the Annual Monitoring Report (2014 – 2015) found that there is deemed to be a shortfall in provision in Cheadle, Biddulph and several rural settlements. Leek has a greater quantity of provision, although some of these sites are of poor quality.

10.3.4 Other Types of Green Space and Open Space Provision

Amenity Green Space

The audit and findings within the Annual Monitoring Report (2014 – 2015) found that provision of amenity green space is generally sufficient except for in some larger rural villages. The quality of amenity green spaces varies greatly in each town, with sites in Biddulph and Leek generally of lower quality than those in Cheadle.

Green Corridors

The audit did not assess the quality of green corridors or set standards for provision. Dialogue with the Council has not highlighted any significant shortfalls in provision.

Natural and Semi Natural Open Space

Access to natural and semi natural open spaces in Biddulph and the quality of sites in Cheadle are currently insufficient and the strategy prioritises improving these. However, as a result of the District's rural setting, the annual monitoring report highlights that there is generally considered to be sufficient provision.

Civic Spaces

Of the two civic spaces assessed in the audit, Leek Market Square was given the lower score with 64 compared to 80 for Station Road in Biddulph. The audit found that a majority of residents considered provision of civic spaces to be sufficient.

10.4 Planned Schemes

Discussions with the Senior Horticulture Officer (Development) identified that negotiations were taking place with Staffordshire Wildlife Trust, to understand the practicalities of the Trust managing 12 Countryside Sites within the District.

10.5 Impact of Proposed Development

From a review of the Annual Monitoring Report, recommendations within the 2009 PPG 17 audit and discussions within the Senior Horticulture Officer (Development), the following have been identified as future requirements within the District:

- **Cheadle:** Improvements are scheduled for Tean Road Recreation Ground which will include provision for young people and outdoor sports. Churchill Road Recreation will require improvements.
- **Leek:** To continue to support tourism, it will be important for Brough Park to secure funding from the HLF for a restoration programme to improve the quality of existing provision and provide new where identified.
- **Biddulph:** Playing Pitch provision will be necessary within Biddulph, which may be linked to an existing educational establishment.

The focus within Staffordshire Moorlands will be to improve the quality of existing infrastructure, rather than deliver new schemes. It is anticipated that Staffordshire Moorlands will continue to pursue the existing local standards.

10.6 Delivery and Responsibilities

Staffordshire Moorlands District Council is currently responsible for the delivery and maintenance of Green Infrastructure, Public Space and Open Space within the District, with specific Town Councils responsible for managing some formal open spaces and play areas.

Funding for provision is mainly reactionary and usually generated through developer contributions through S106. However, capturing the cost of funding is difficult, as it is only characterised by 'play pitches' or 'play' under S106 agreements. Other sources of funding have included: Heritage Lottery Funding and Lottery Funding, Capital Only Grants (which cover capital expenditure and not maintenance)

Funding the maintenance of green infrastructure is a key issue. Staffordshire Moorlands is not a high crime area and therefore maintenance costs are generally low, but external funding sources such as Section 106 agreements and National Lottery funding are used for the creation of new infrastructure rather than maintenance. Section 106 agreements can ask for a commuted sum for maintenance over a specific period, usually 10 years. The Council are therefore exploring alternative types of provision, including encouraging Community Groups to manage the maintenance of Open Space and Play Areas

10.7 Summary of Green Infrastructure, Public Space and Open Space

Ref	Location	District or County	Scheme	Essential/Desirable	Lead Delivery Agency	Delivery Mechanism	Cost	Delivery Phasing	Gaps in Funding
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G1	District Wide	District	Transition of 12 sites to Staffordshire Wildlife Trust management	Desirable	SMDC; Staffordshire Wildlife Trust	SWT investment plans	Unknown	Short term (0 – 5 years)	Funding through investment plan – uncommitted
G2	Leek	District	Investment in Brough Park	Desirable	SMDC	SMDC capital plans	Unknown	Medium term (5 – 10 years)	Funding through capital plan – uncommitted
G3	Biddulph	District	New facilities for young people	Desirable	SMDC	SMDC capital plans	Unknown	Medium term (5 – 10 years)	Funding through capital plan – uncommitted
G4	Cheadle	District	New park and play space	Desirable	SMDC	SMDC capital plans	Unknown	Medium term (5 – 10 years)	Funding through capital plan – uncommitted

11 Sport, Leisure and Recreation

11.1 Information Sources

This chapter covers sport, leisure and recreation infrastructure including playing pitches and leisure centres. Provision for children and young people such as skate parks is covered in the Green Infrastructure, Open Space and Public Space chapter.

The following sources have been used to populate this chapter:

- Playing Pitch Strategy (March 2009)
- Open Space, Sport and Recreation Facility Assessment (March 2009)
- Staffordshire Moorlands Infrastructure Plan (August 2012)
- Dialogue with Staffordshire Moorlands District Council Client Officer Leisure Contracts

11.2 Current Infrastructure

Staffordshire Moorlands contains a wide range of sport, leisure and recreation infrastructure. This includes outdoor sports pitches for adults and juniors as well as a range of indoor facilities. The District's leisure centres are managed by the Parkwood Leisure Group. These include:

- Biddulph Valley Leisure Centre, Biddulph
- Brough Park Leisure Centre, Leek
- South Moorlands Leisure Centre, Cheadle

Playing Pitch Strategy 2009

The Playing Pitch Strategy was published in 2009 and assesses the provision of outdoor sports facilities in Staffordshire Moorlands. It is primarily concerned with the voluntary participation by adults and young people in competitive football, cricket, rugby union and hockey and contains a number of key objectives:

1. To analyse the current level of pitch provision, including the geographical spread and quality of pitches.
2. To identify the demand for pitches in Staffordshire Moorlands.
3. To evaluate levels of over / under supply through the application of the Playing Pitch Methodology.
4. To identify how facilities for pitch sports can be improved to meet the needs of residents.
5. To provide strategic options including:

- Provision to be protected
 - Provision to be enhanced
 - Relocation of pitches
 - Proposals and opportunities for new provision
 - Sites considered to be surplus
6. To provide information to inform the decision making process and evaluate future development proposals including the production of specific local standards relating to playing pitch provision. These standards are integrated within the local standards developed for the Staffordshire Moorlands District Council PPG 17 study (also known as the Open Space, Sport and Recreation Facility Assessment).

The Playing Pitch Strategy identified 151 individual playing pitches in Staffordshire Moorlands. Table 24 shows these divided by ownership.

Table 24: Individual playing pitches in Staffordshire Moorlands in 2009 by ownership

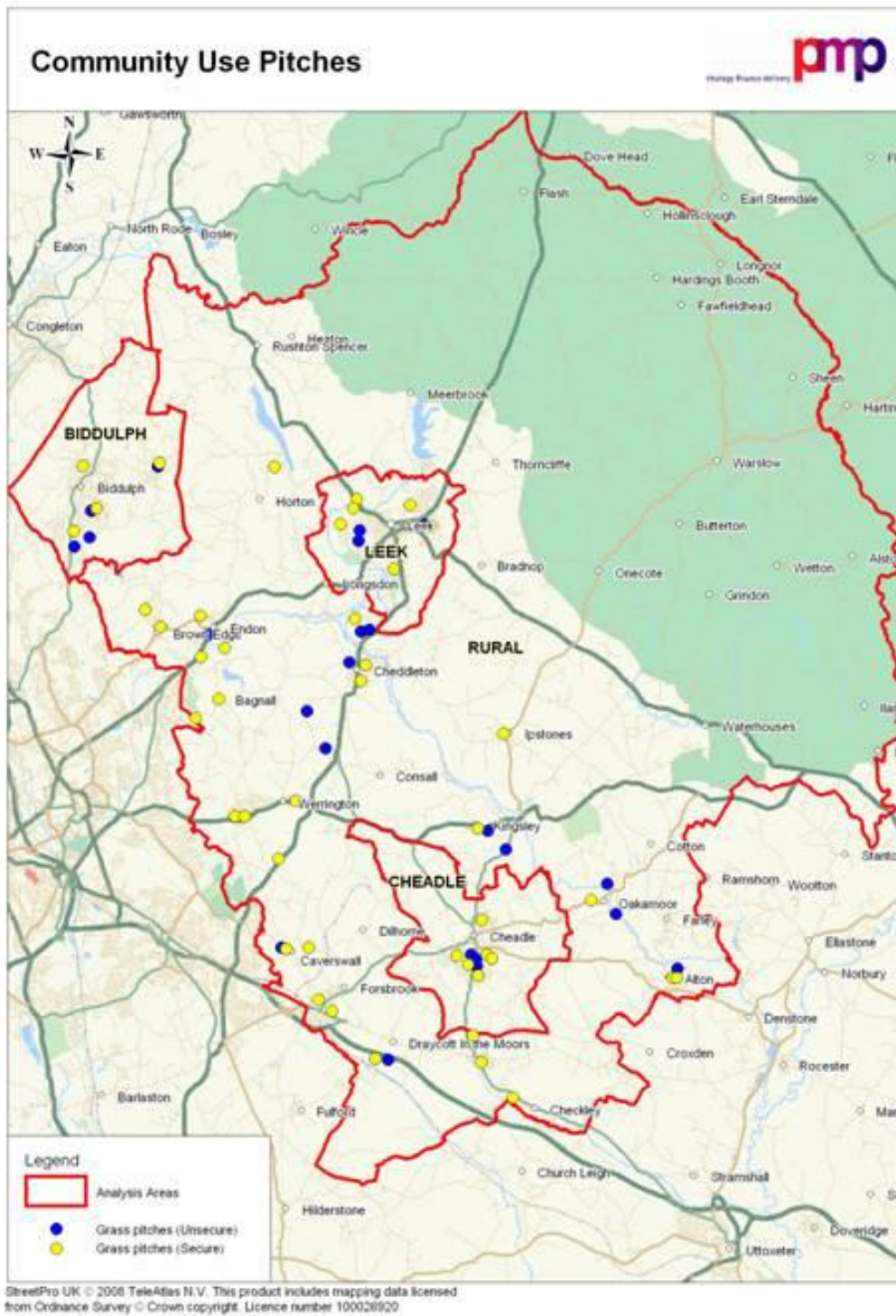
	SMDC	LEA	Parish council	Private / voluntary	TOTAL
Adult football pitch	20	20	13	8	61
Junior football pitch	3	26	2	2	33
Mini soccer pitch	12	5	3	2	22
Cricket square	3	6	2	9	20
Adult rugby union pitch	0	7	0	4	11
Full-sized Synthetic Turf Pitch (STP)	0	3	0	1	4
TOTAL	38	67	20	26	151

Table 25 and Figure 19 illustrate the distribution of pitches across Staffordshire Moorlands.

Table 25: Distribution of pitches in Staffordshire Moorlands in 2009

Area	Total playing pitch area (ha)	Total playing pitch area with secured community use (ha)	% of playing pitch area with secured community use
Biddulph	21.06	11.70	55.6%
Cheadle	24.68	6.52	26.4%
Leek	46.32	16.66	36.0%
Rural Areas	69.10	34.26	49.6%
Total	161.16	69.14	42.9%

Figure 19: Provision of playing pitches in Staffordshire Moorlands in 2009



Open Space, Sport and Recreation Facility Assessment 2009

Staffordshire Moorlands District Council PPG 17 study (also known as the Open Space, Sport and Recreation Facility Assessment) was published in March 2009 and assesses the provision of open space, sport and recreation facilities in Staffordshire Moorlands. Of the types of facility assessed, outdoor sports facilities

are the only type which fall under the remit of this chapter. Other facilities such as provision for children and young people are addressed in Chapter 10. Provision in 2009 was as follows:

- 2.22 ha of outdoor sports facilities per 1000 population of which 0.77 ha per 1000 is dedicated to community pitch provision
- 1 tennis court per 2983 population
- 1 bowling green per 9900 population

Annual Monitoring Reports

The Council publishes Annual Monitoring Reports (AMRs) which track development which has taken place and progress in achieving the strategic objectives set out in the Core Strategy and other planning documents.

Since the Playing Pitch Strategy was published, AMRs track the progress of sport, recreation and leisure infrastructure in Staffordshire Moorlands.

- The 2011-12 report notes that provision in Cheadle has been significantly improved through improvements to South Moorlands Leisure Centre and Thorley Drive playing pitches. This involved a new astroturf pitch and a number of new junior pitches.
- The 2012-13 report notes that Birchall Playing Fields in Leek have been drained and improvements have been made to adult football pitches at Mill Hayes, Biddulph.
- The 2013-14 report notes that the Pointon Park Football Centre opened in Cheddleton, providing one adult football pitch, two all-weather pitches, a children's play area and a skate park. Provision at Halls Road Playing Fields in Biddulph has also been improved.

Sports Villages

Improvements to facilities in each of the three towns in Staffordshire Moorlands has been conceptualised as 'Sports Villages'. Establishing Sports Villages in each of the three towns was a key priority of the 2012 Infrastructure Plan.

- Cheadle Sports Village was opened in September 2012 following the building of a new artificial turf pitch and pavilion, as well as improvements to existing facilities at South Moorlands Leisure Centre and the adjacent site on Thorley Drive. This project was funded by the Council and the Football Foundation.
- Development of Biddulph Sports Village has involved improving facilities at Mill Hayes and Halls Road Playing Fields with funding from the Council. This work has now been completed.
- Leek Sports Village has not yet been completed, although the Council has drained a number of existing pitches and is seeking to build a new 3G artificial turf pitch funded by Sport England and other partners.

11.3 Fitness for Purpose

11.3.1 Quantity of Provision

The quantity of provision of sports pitches is largely unchanged from when the Playing Pitch Strategy was published in 2009, however the quality of provision has changed significantly due partly to investment in drainage. This will be addressed in Section 11.3.2.

The 2009 PPG 17 study recommends standards for the quantity of provision of open space, sport and recreation facilities. The relevant figures are shown below in Table 26. PPG 17 recommends that standards should be set locally using information from needs and opportunities assessment. Setting standards process involved analysis of national standards, existing local standards, current provision and consultation in the form of household surveys.

Table 26: Actual and recommended quantity of provision

Facility	2009 provision	Recommended standard
Outdoor sports facilities	2.22 ha per 1000 population of which 0.77 ha per 1000 is dedicated to community pitch provision	2.27 ha per 1000 population of which 1 ha per 1000 is dedicated to community sports pitch provision
Tennis courts	1 tennis court per 2983 population	1 tennis court per 2983 population
Bowling greens	1 bowling green per 9900 population	1 bowling green per 9900 population

As shown by these figures, the only significant shortfall in provision in Staffordshire Moorlands is a lack of outdoor facilities secured for community use. Provision varies across the district. Leek currently satisfies the recommended standard for outdoor sports provision, while projections show that all other areas will have a shortfall in the future.

Full-sized pitches accounted for 96 (64%) of the 151 registered playing pitches in the Playing Pitch Strategy, equating to circa one pitch for every 761 adults in Staffordshire Moorlands which compares positively to the average for England of 1:989. Of the 151 pitches identified, 84 (56%) of these were secured for use by the local community. This constituted a roughly average figure compared to other local authorities in England.

Taking into account the populations of each area taken from 2009 PPG 17 study, Leek and Cheadle have the greatest provision of all types of playing pitch with one hectare of pitch per 448 and 493 people respectively compared to one hectare per 547 people in rural areas and one hectare per 945 people in Biddulph.

In terms of playing pitches with secured community use, the rural areas and Leek have the greatest provision with one hectare per 1,104 and 1,247 people respectively compared to one hectare per 1,700 people in Biddulph and one hectare per 1,866 people in Cheadle.

Dialogue with Staffordshire Moorlands has shown that there is a major shortfall in provision of pitches in Cheadle. Two key teams currently play on pitches operated

by the Council and junior teams generally have to use the provision at local schools. Leek also has a shortfall of provision in the north of the town, as football pitches in the area are maintained by the parish council and the town's largest provision is at Birchall Playing Fields to the south.

Since the Playing Pitch Strategy was published in 2009, The Meadows special school in Biddulph has closed and the playing pitch and netball court on site have not been used since. The site is currently subject to a planning application for housing development and it is therefore unlikely that the pitches will come back into use.

11.3.2 Quality of Provision

The Playing Pitch Strategy found that the majority of pitches across Staffordshire Moorlands were of average quality. Football clubs showed the greatest dissatisfaction with facilities with almost half of clubs indicating poor quality, while cricket pitches were particularly notable for their high quality. The main outdoor football pitch in Cheadle, at Stanfields Crescent, is of poor quality and is often unfit to play on due to drainage issues.

A number of improvements have also been made to facilities in Staffordshire Moorlands since 2009. Drainage of sports pitches has improved the quality of provision at the following sites:

- Birchall Playing Fields, Leek
- Mill Hayes Playing Fields, Biddulph
- Thorley Drive football pitches, Cheadle

11.4 Planned Schemes

There are currently no planned schemes which are likely to take place to improve sport, leisure and recreation facilities in Staffordshire Moorlands. Schemes which have been delivered in recent years, including the drainage of a number of major sites, are referred to in Sections 11.2 and 11.3.

In the rural areas, provision is expected to be improved in Werrington through funding captured from Section 106 agreements.

11.5 Impact of Proposed Development

Both major sports sites in Biddulph, Mill Hayes and Halls Road Playing Fields, are likely to be over-capacity based on the growth planned in the Core Strategy.

From a review of the Annual Monitoring Reports, the following have been identified as future requirements within the District:

- **Cheadle:** There is a shortfall in the provision of adult football pitches. Provision of tennis courts and bowling greens is also currently insufficient.
- **Leek:** Provision of tennis courts, adult football pitches and mini soccer pitches need to be increased.

- **Biddulph:** Playing Pitch provision will be necessary within Biddulph, which may be linked to an existing educational establishment. There is also a shortfall of bowling greens and tennis courts.

11.6 Delivery and Responsibilities

Sport, leisure and recreation infrastructure across Staffordshire Moorlands is managed by a number of operators. Parkwood Leisure Group manages the District's football pitches, and also its three leisure centres. Infrastructure on school grounds is managed by Staffordshire County Council, as the Local Education Authority. Harrison Park, the home of Leek Town Football Club, is owned by the club.

In the majority of case, SMDC will likely be the body responsible for the delivery of new Sport, Leisure and Recreation provision. In some cases sports clubs and private operators of sites will be responsible for the delivery of new facilities. Across the next plan period, funding for sports provision will likely come from the following revenue streams:

- SMDC capital and revenue funding;
- Sport England;
- Football Foundation;
- Lottery funding;
- Developer Obligations (S106 contributions/Community Infrastructure Levy/On-site provision)

11.7 Summary of Sports, Leisure and Recreation Infrastructure

Ref	Location	District or County	Scheme	Essential/Desirable	Lead Delivery Agency	Delivery Mechanism	Cost	Delivery Phasing	Gaps in Funding
S1	Leek	District	New tennis courts, adult football pitches and mini soccer pitches	Desirable	SMDC	SMDC capital plans	Unknown	Medium term (5 – 10 years)	Funding through capital plan – uncommitted
S2	Biddulph	District	New playing pitches, bowling greens and tennis courts	Desirable	SMDC	SMDC capital plans	Unknown	Medium term (5 – 10 years)	Funding through capital plan – uncommitted
S3	Cheadle	District	New adult football pitches, tennis courts and bowling greens	Desirable	SMDC	SMDC capital plans	Unknown	Medium term (5 – 10 years)	Funding through capital plan – uncommitted

12 Community and Cultural

12.1 Information Sources

This chapter considers the following community and cultural facilities:

- Tourist attractions including museums and galleries;
- Libraries; and
- Cemeteries.

The following sources of information have been used to populate this chapter:

- Staffordshire Moorlands Tourism Study (2011);
- Council and County Council pages on community resources; and
- Dialogue with Staffordshire Moorlands District Council Officers.

12.2 Current Infrastructure

Staffordshire Moorlands is a predominantly rural area. In rural areas, public buildings such as town halls often become multifunctional community hubs as they offer access for citizens to services which would not otherwise be available outside of urban areas. For example, Biddulph Town Hall contains the local Police Post while the town halls in Biddulph, Cheadle and Leek all contain ‘one-stop shops’ where citizens can enquire about council services.

12.2.1 Tourism

According to the 2011 Tourism Study, in 2009 tourism generated £158m of direct expenditure for the Staffordshire Moorlands economy. Direct and indirect spending supports an estimated 3,495 Full Time Equivalent jobs.

The most notable tourist attraction in Staffordshire Moorlands is the nationally significant Alton Towers theme park, which attracts 2.5m visitors per year. Alton Towers contains the only major hotels in the District, with the two hotels on the site accounting for 31% of the Districts total bed spaces and the area immediately around the resort containing another 20% in 2011.

A large part of north and east Staffordshire Moorlands lies within the Peak District National Park. This is a nationally renowned tourist attraction with outdoor activities and attractions in the Moorlands include the Roaches, a rock ridge which is popular with ramblers, and Manifold Valley, which contains several attractive villages and a range of activities including cycling and horse riding. The Peak District National Park authority has statutory responsibility for the area of Staffordshire Moorlands which falls within the Peak District. It is due to deliver a revised Park Plan in 2016.

In the area of Staffordshire Moorlands outside of the Peak District National Park, current tourist attractions include:

- **Biddulph Artisan Market:** run by the town council and open on the first Friday of every month;
- **Churnet Valley:** scenic river valley which runs north to south through the centre of the District, including Kingsley Bird & Falconry Centre and two heritage railway lines;
- **Foxlowe Arts Centre, Leek:** volunteer-led gallery, cinema, café and performing arts space funded by individual donations and trading proceeds. Opened in December 2011, open six days a week.
- **Nicholson Museum and Art Gallery, Leek:** also home to Staffordshire Moorlands Tourist Information Centre
- **Rudyard Lake:** scenic location in the north west of the District, including a steam railway and opportunities for walking, fishing, sailing and canoeing
- **Tittesworth Reservoir:** scenic location to the north of Leek including Peak Pursuits watersports and outdoor pursuits centre

The town of Cheadle is an important asset within the District as its location means that it acts as a gateway to major tourist attractions such as Alton Towers and the Churnet Valley.

12.2.2 Libraries

There are currently five libraries in Staffordshire Moorlands. These are found in Leek, Biddulph, Cheadle, Werrington and Blythe Bridge. Leek Library is the most widely used facility, and shares a site with the Nicholson Museum and Art Gallery.

In 2013, Staffordshire County Council published fact sheets giving key information on each of the County's 43 libraries¹⁶. Figure 20 shows the distribution of the five libraries in Staffordshire Moorlands. Table 27 gives details of each library.

¹⁶ Staffordshire Moorlands District Libraries Fact Sheets, Staffordshire County Council 2013

Figure 20: Location of Libraries in the District

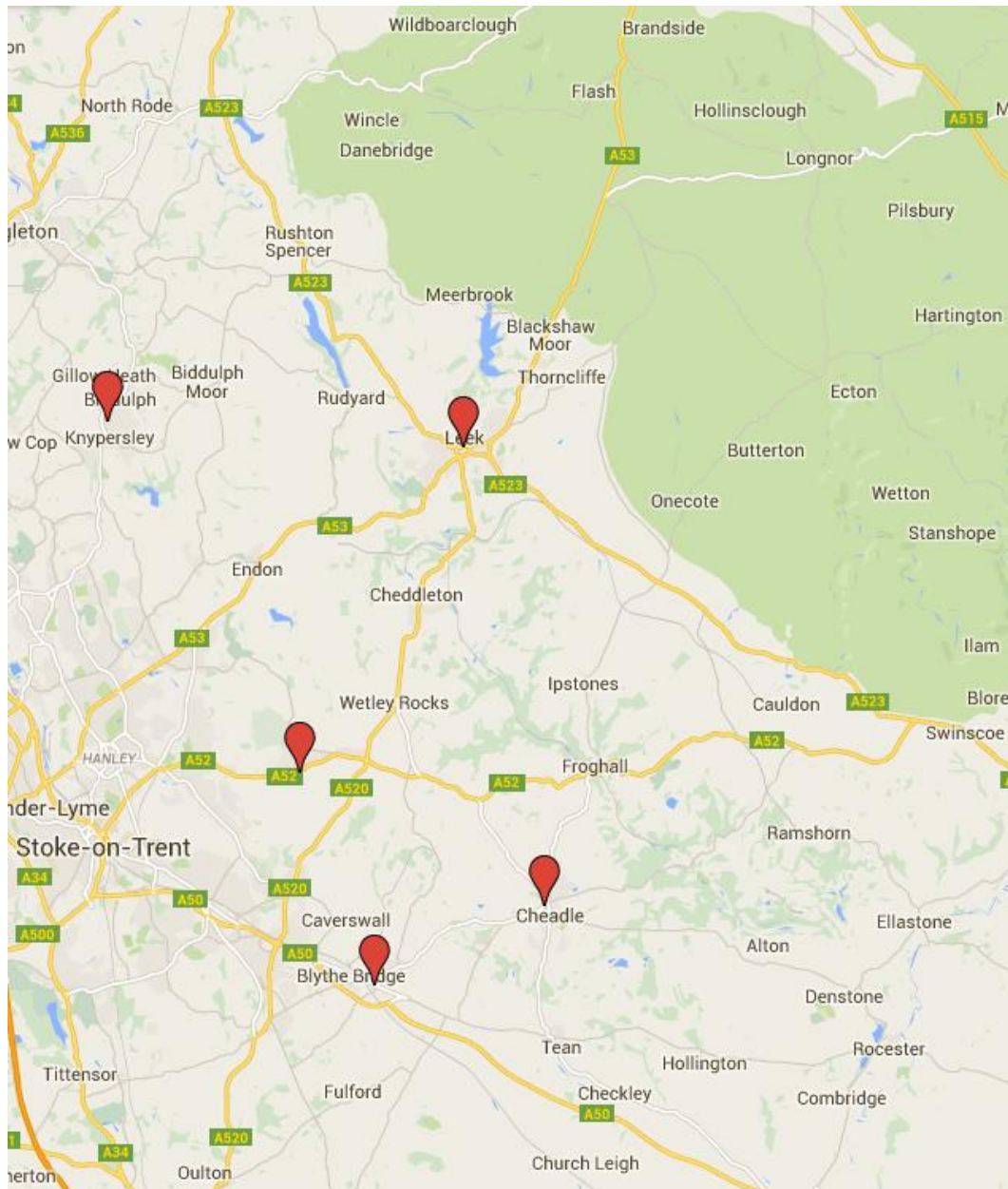


Table 27: Libraries in Staffordshire Moorlands

Library	Hours Open	Visits 2012-13	Net Cost 2012-13
Leek Library Stockwell Street, Leek ST13 6DW	52 hours; 6 days per week	195,506 (5 th out of 43 in Staffordshire)	£333,929
Biddulph Library Tunstall Road, Biddulph ST8 6HH	47 hours; 6 days per week	60,891 (21 st)	£81,227
Cheadle Library High Street, Cheadle ST10 1AA	46 hours; 6 days per week	89,015 (15 th)	£121,416
Werrington Library	34.5 hours; 5 days per week	32,483 (30 th)	£36,560

Ash Bank Road, Werrington ST9 OJS			
Blythe Bridge Library Uttoxeter Road, Blythe Bridge ST11 9JR	33 hours; 5 days per week	116,161 (11 th)	£33,103

12.2.3 Cemeteries

The Council as a local authority has a statutory duty to make provision for the deceased and it is recognised that bereavement services are critical to the community of Staffordshire Moorlands.

There are two Cemeteries owned by Staffordshire Moorlands within the District. These include Leek Cemetery at Condlyffe Road, which opened in 1857, and Buxton Road Cemetery in Leek, which opened in 2006. The District Council offers lawned graves and cremated remains graves at both cemeteries, as well as lawn burial of ashes at Leek Cemetery. Elsewhere within the Moorlands, Cemeteries are owned by the Town and Parish Council and comprise the following:

- Alton Parish Council Cemetery;
- Biddulph Town Council Cemetery;
- Caversall Parish Council Cemetery;
- Cheadle Town Council Cemetery;
- Cheddleton Parish Council Cemetery;
- Cotton Parish Council Cemetery;
- Forsbrook Parish Council Cemetery;
- Kingsley Parish Council Cemetery; and,
- Tean Parish Council Cemetery.

Staffordshire Moorlands are responsible for maintenance duties at these cemeteries and for managing a number of closed churchyards across the District. There are no crematoria within the District, and therefore preference of cremations within the District take place in Carmountside Crematorium in neighbouring Stoke-on-Trent.

12.3 Fitness for Purpose

12.3.1 Tourism

As with all local government and public services, there are severe ongoing funding pressures on SMDC and its tourist attractions. While many attractions are privately managed, funding pressures prevent the Council from capitalising on the opportunities presented by popular tourist locations.

While the Peak District and Alton Towers are strong tourism brands, according to the 2011 Tourism Study Staffordshire Moorlands does not currently resonate as a significant brand or destination. There are no large well-known towns such as Buxton or Bakewell to capitalise on the Peak District brand, and while Alton Towers is a significant tourism asset to the District, most of the expenditure associated with it takes place within the leisure park and does not spill out into the rest of Staffordshire Moorlands.

The 2011 Staffordshire Moorlands Tourism Study notes that while Staffordshire Moorlands has a large catchment population within 2 hours travel time, parts of the District including the Churnet Valley are not easily accessible by road or public transport. While there were an estimated 3.35m trips to Staffordshire Moorlands in 2009, local economic benefit was limited by the fact that an estimated 93% were day trips and many overnight trips were contained within the Alton Towers report.

12.3.2 Libraries

The three towns of Staffordshire Moorlands all currently contain library facilities, as do the large villages of Werrington and Blythe Bridge. While these settlements constitute the majority of the District's population, rural areas particularly in the east of the Moorlands are currently poorly served with limited mobile provision.

The fact sheets published by Staffordshire County Council in 2013 on each library disclose key issues around each. These are summarised below.

- **Leek:** Library is accessible and part of a vibrant town centre. Close links with the District Council and local college provide further opportunities and there is capacity and resources available to expand the services available.
- **Biddulph:** Library is part of a declining high street and usage reflects this. Limited facilities available in the building, but a good range of engagement activities appropriate to community need. There is potential for further engagement with local retailers and resources will be made available to support further development.
- **Cheadle:** Facility has developed into a “multi-agency hub” which includes some income-generating uses. There are resources available to expand services, but limitations due to availability of additional space.
- **Werrington:** Library has good links with a broad range of health, care and education partners. Location is easily accessible, but issues with capacity of existing resources may prevent the expansion of services.
- **Blythe Bridge:** Library is in a good location with flexible space and a good range of community engagement facilities. The offer has been adapted to community needs and has successfully increased usage. Community support would be the key to expansion due to limited capacity of existing resources.

12.3.3 Cemeteries

Leek Cemetery has been open since 1857 and although the facility caters for cremated remains and lawned graves, discussions with the Cemeteries Officer highlighted that the facility was almost full and therefore the availability of coffin burials at Leek Cemetery is very limited.

Cemetery provision within Staffordshire Moorlands is concentrated within Leek. Whilst there is unlikely to be a capacity issue within Leek, the charging schedule for burials and burials of cremated has implications on provision elsewhere. This is reflected within a three stage charging schedule which is based on specific geographies within the Moorlands:

- Leek Parish Residents Only: Single Fee for Parish Residents Only;
- Staffordshire Moorlands Residents and re-opened graves for all those residing outside Leek Parish: Double Fees; and
- Outside Staffordshire Moorlands (new Graves only): Triple Fees.

12.4 Planned Schemes

12.4.1 Tourism

Maintenance and improvement of heritage railway lines is a priority in the District. The Churnet Valley is the priority in this regard as it links in with other tourism assets in the local area.

12.4.2 Libraries

Libraries in the District are supported by Staffordshire County Council. Werrington and Blythe Bridge libraries are currently undergoing the transition to community management, with this transfer due to be completed in April 2016. Following this, no changes are likely to be made to library provision.

12.4.3 Cemeteries

Following the delivery of the Buxton Road Cemetery in Leek in 2006, there are no further planned schemes within the District.

12.5 Impact of Proposed Development

12.5.1 Tourism

Proposed development within Staffordshire Moorlands will have a limited effect on demand for tourism infrastructure as most visitors come from outside of the District. However, there is a long term trend towards informal outdoor recreational activities increasing in popularity. This may mean that areas such as the Churnet Valley, which offer a range of these activities will experience

increased demand. However, given that these activities are generally privately run, there will be no additional demand on public sector resources.

12.5.2 Libraries

Studies undertaken by Staffordshire County Council in 2013 found that out of the District's five libraries Cheadle, Werrington and Blythe Bridge currently have resource capacity issues, meaning that the proposed development would place greater strain on capacity of these libraries. Future demand would result in a greater dependence on community support and resources for Werrington and Blythe Bridge libraries which are transferring to community management arrangements.

12.5.3 Cemeteries

Discussions within the Cemeteries Officer confirmed that there were approximately 150 burials a year in Leak Buxton Road Cemetery, and approximately three times as many cremated remains burials. There was a recognition that on this basis that the Buxton Road Cemetery is approximately a fifth full and there are 40 years of capacity remaining at the District. However this capacity is largely impacted by the number of Staffordshire Moorlands residents that choose to pay 'out of area fees'.

Discussions with the Staffordshire Moorlands Cemeteries Officer highlighted that capacity would be monitored on a 5 yearly basis, when the level of available spaces will be reviewed to understand if additional provision is necessary.

12.6 Delivery and Responsibilities

12.6.1 Tourism

The provision of tourist attractions is led by a variety of public and private sector bodies. Many establishments, such as Alton Towers, are privately owned and operated. The provision of museums and galleries is generally led by the Council and charities with future funding from grants or Arts Council funding.

12.6.2 Libraries

Staffordshire County Council has recently reformed its library provision, with 23 of the County's 43 libraries being offered to community groups to manage and deliver services. The libraries in Blythe Bridge and Werrington are currently undergoing this process, with the transition due to be completed in April 2016. Blythe Bridge Library will be run by Blythe Bridge Care and Fun Club while Werrington Library will be run by Werrington Community Voluntary Group. Library services in Leek, Biddulph and Cheadle will continue to be managed and delivered by Staffordshire County Council.

12.6.3 Cemeteries

The provision of cemetery services in Staffordshire Moorlands is led by the Council. The Council owns Leek Cemetery and Buxton Road Cemetery and is also responsible for the maintenance of the nine cemeteries owned by Parish and Town Councils.

12.7 Summary of Community and Cultural Infrastructure

Ref	Location	District or County	Scheme	Essential/Desirable	Lead Delivery Agency	Delivery Mechanism	Cost	Delivery Phasing	Gaps in Funding
C1	Leek	District	Lease of Foxlowe building for arts centre	Desirable	Community groups	Community funding	Unknown	Completed 2011	Completed
C2	Blythe Bridge	District	Transition of library to community management	Desirable	SMDC; Blythe Bridge Care and Fun Club	Community group investment plan	Unknown	Due to be completed in April 2016	Funding through investment plan – uncommitted
C3	Werrington	District	Transition of library to community management	Desirable	SMDC; Werrington Community Voluntary Group	Community group investment plan	Unknown	Due to be completed in April 2016	Funding through investment plan – uncommitted

13 Health

13.1 Information Sources

This chapter covers the provision of health services including GP surgeries and hospitals. The following sources of information have been used to generate an understanding of health infrastructure provision within Staffordshire Moorlands District:

- Discussions with Health and Well-being Coordinators at Staffordshire Moorlands Council and the County Council;
- Staffordshire Observatory (2015) Health and Wellbeing Profile for Staffordshire Moorlands;
- Staffordshire Observatory (2015) Staffordshire Pharmaceutical Needs Assessment;
- North Staffordshire Clinical Commissioning Group Prospectus (2015);
- Discussions with North Staffordshire and Stoke-on-Trent Clinical Commissioning Groups and representations from Cheshire East Clinical Commissioning Group;
- Pan Staffordshire Health Economy (2015 – 2016) Strategic Estates Plan Discussion Draft;
- Discussion with NHS England (North Midlands); and
- University Hospitals North Midland (2014 – 2015) Annual Report.

This chapter has been compiled using the best available information regarding the provision of healthcare. Provision of healthcare and associated governance structures are currently within a state of flux; although progress has been made to establish a Local Estates Forum to understand the current level and quality of the healthcare provided, work on the Strategic Estates Plan is being progressed with the final version to be updated by early - mid 2016.

13.2 Current Infrastructure

There are two Clinical Commissioning Groups (CCGs) operating within Staffordshire Moorlands: North Staffordshire and Stoke Clinical Commissioning Group; and the Cheshire East Clinical Commissioning Group. The Clinical Commissioning Groups are a clinically-led, statutory NHS body which replaced the Primary Care Trusts in 2013. The responsibility of the CCGs and their relationship with other governance structures is set out as follows:

- CCGs are clinically-led bodies responsible for planning and commissioning of health care services within their area. The North Staffordshire CCG is responsible for healthcare in North Staffordshire (including Leek and Biddulph, Moorlands Rural and Werrington). The CCGs work closely with NHS England North Midlands to co-commission health services, and work together through the Staffordshire Local Estates Forum.

- NHS England are responsible for support the development of CCGs and assuring that the CCGs are fit for purpose. NHS England (North Midlands area) are responsible for providing highly specialised services and primary care.
- Local Authorities are now responsible for Public Health and Well-being to achieve lifestyle care for the local community. These Health and Well-being Boards are responsible for developing a joint strategic needs assessment and improving public health through lifestyle advice.

Similar to the national context, the provision of healthcare within Staffordshire Moorlands is made increasingly complex through national reforms to care administration, ever-tightening NHS budgets and increasing difficulties in recruiting skilled medical professionals to existing practices. Healthcare provision within the District is also compounded due to the sparsely populated, rural and inaccessible geography of the area, with stark health inequalities between affluent and deprived neighbourhoods and an ageing demographic. Not only does this have implications for healthcare infrastructure, it also increases the significance of providing healthcare in the community and improving the role of healthy living programmes.

The North Staffordshire Clinical Commissioning Group Prospectus (2015) seeks to achieve the following ambitions:

- To increase life expectancy and reduce health inequalities;
- To improve prevention, early detection and effective management for those most at risk;
- To enhance quality of life and improve health outcomes for people with long term conditions; and,
- To ensure that people receive the right care in the right place at the right time.

13.3 Primary Care

13.3.1 General Practices

There are 12 GPs within Staffordshire Moorlands which are detailed within Table 28 below. Practices are generally clustered around the three main towns, with additional provision in the villages of Werrington, Tean, Waterhouse and Alton.

Table 28: GP Practices in the District

Practice Name	Locality	List Size
Werrington Practice	Werrington	7,752
Leek Health Centre	Leek	8,189
Park Medical Centre	Leek	12,085
Moorland Medical Centre	Leek	8,921
Biddulph Doctors	Biddulph	10,730

Biddulph Valley	Biddulph	10,015
Tardis Practice	Cheadle	6,327
Allen St Surgery	Cheadle	4,135
Well St Surgery	Cheadle	7,472
New Surgery	Tean	6,091
Waterhouses	Waterhouses	3,259
Alton Primary Care Centre	Alton	2,462
Memorial Hall, Church Lane	Ipstones	7,520

Table 28 also details the patient list size of each of the surgeries, taking account of the number of FTE GP's. The traditional GP partnership mode which sought to serve an average of around 6,650 patients per practice, has been widely acknowledged to be too small to respond to current financial and demographic challenges. The Estate Strategy identified that the NHS recommended list size is more typically between 10,000 and 15,000 patients. Table 28 shows the list size varies in Staffordshire Moorlands with smaller scale practices located in the larger villages.

13.3.2 Dental practices

There are 13 dental practices within Staffordshire Moorlands, which again, cluster around the main towns with a limited number dispersed within the larger villages.

Table 29: Dental Practices in the District

Practice Name	Postcode	Locality
Park Dental Practice	ST13 6AF	Leek
Silk Mill Dental Care	ST13 6DS	Leek
Russell Street Dental Practice	ST13 5JF	Leek
St Edward Street Dental Practice	ST13 5DN	Leek
TLC4 Smiles	ST13 6BH	Leek
Cheddleton Dental Practice	ST13 7HN	Cheddleton
Werrington Dental Practice	ST9 0DT	Werrington
Endon Dental Care	ST9 9DR	Endon
Horizon Dental	ST8 6AA	Biddulph
Synergy Dental Care	ST8 6HN	Biddulph
Keen Dental Care	ST8 6HS	Biddulph
The Avenue	ST10 1EG	Cheadle
Millennium Dentistry	ST10 1EP	Cheadle

13.3.3 Pharmacy provision

The Staffordshire Pharmaceutical Needs Assessment (2015) identifies that there are 19 pharmaceutical providers within Staffordshire Moorlands, 19 community

pharmacies and 7 dispensing GP surgery practices. These facilities are generally clustered around the three main towns and surrounding a number of smaller villages.

13.4 Secondary Care

Leek Moorlands Community Hospital and Cheadle Community Hospital forms the only secondary care provision within the District.

Leek Moorlands Community Hospital: This facility has two wards, a total of 44 beds and a Minor Injuries and Illnesses Unit. Services offered within the Community Hospital, include specialised nursing care for the elderly, physiotherapy, occupational therapy and speech therapy.

Cheadle Community Hospital: This facility has two wards with a total of 47 beds, including one supportive therapies day case bed. The role of the Community Hospital is to provide rehabilitation/intermediate care following an acute hospital admission and direct admissions from home to prevent an acute hospital admission.

A second Minor Injuries Unit exists at Haywood Hospital in Stoke-on-Trent, with accident and emergency care provided at the Royal Stoke Hospital on Hilton Road in Stoke-on-Trent.

13.5 Fitness for Purpose

Current and future provision within Staffordshire Moorlands is compounded by a range of local demographic changes and Central Government agendas:

Demographic Changes:

- **Ageing and Growing District Population:** The population within the Moorlands is expected to grow from 97,200 in 2012 to 99,800 by 2031¹⁷, with the number of over 65's representing the age group with the largest growth.
- **Rural Geography and Inaccessibility:** The spatial geography of the Moorlands and inaccessibility of a number of smaller villages in the east of the District means that often services are under-used despite the implementation of the Moorlands Connect bus service.
- **Pockets of Deprivation:** The Indices of Multiple Deprivation identifies Leek North and Biddulph East as being within the top 20% of the most deprived LSOA's and wards within Staffordshire Moorlands.

National Government Agenda:

- **Financial challenges across the Health Services and a need to drive efficiencies:** There is increasing pressure within the NHS Estate to increase efficiencies, reduce spend on infrastructure and integrate

¹⁷ 2012-based Sub-National Population Projections

community care at scale. One key output of this driver is to ensure modern, purpose-built premises with bookable spaces for use by many providers or integrated multi-speciality healthcare centres.

- **National recruitment shortages:** There is a recognition that there is a recruitment challenge within the healthcare profession, with the Royal College of General Practitioners identifying an increase of at least 50% in the number of GPs working in the community within the next 5 years.

13.5.1 Primary Care

Based against the NHS recommended list size of at least 10,000 – 15,000 patients, the draft Estates Strategy sets out that there are a number of GP practices which are considered to be reaching or above that threshold within Staffordshire Moorlands. However, there are also equal numbers of practices which have smaller list sizes than the recommended level. There is insufficient evidence on the floorspace or the overall condition of these facilities, and whether the facilities are being optimally utilised.

It is anticipated that following the finalisation of the Strategic Estates Plan, with the inclusion of bids for Primary Care Transformation Fund, there will be a greater understanding of required primary care provision within the District.

13.5.2 Secondary Care

The University Hospitals of North Midlands NHS Trust Annual Report 2014/15 set out that the 1,300 bed Royal Stoke University Hospital was rebuilt between 2009 and 2015, following a £370m private finance initiative. The Report also states that the Trust is currently opening a further 150 beds this year across the Royal Stoke and County Hospital, however this would be delivered through capacity in modular buildings or refurbishing clinical areas.

13.6 Planned Schemes

The Pan Staffordshire Strategic Estates Plan (SEP), which is chaired by the Local Estate Forum, set out the requirements of the NHS estate, current gaps and options for delivering coordinated and consistent, patient-centred and more comprehensive service. The Local Estates Forum contains representatives from the CCG, NHS England, Provider Trusts and Local Authorities, alongside a number of other stakeholders.

The Strategic Estates Plan aspires to deliver the following Models of Care, which will ultimately influence future planned provision within the District:

- **Multi-speciality Community Providers:** This New Model of care comprises larger GP practices, which bring in a wide range of skills and experts. It will also include shifting outpatient consultations and ambulatory care out of hospital, and addressing the barriers of change. Funding mechanisms will be based on delegated capital budgets, a potential to own or run local community hospitals.

- **Primary and Acute Care Systems:** These systems will comprise of vertically integrated services, including primary care at scale, with increased flexibility for NHS Foundation Trusts to utilise their surpluses and investment to kick start the expansion of primary care.
- **Primary Care ‘hubs’ Concept:** This comprises three different ‘Models’ of delivery: Primary Care ‘Hubs’ (estimated 1,500m²) , Primary Care ‘Hub Plus’ (1,500 – 2,500m²) and Community Asset/Primary Care Hubs (estimated 2,500m²) , which contain different types of provision based on the scale of the facility.

To deliver these models of care within the challenges set out in section 1.3, the interim Strategic Estate Plan mandates that priority initiatives will be to reduce the footprint of the overall Estate by limiting surplus premises, to extend or enhance existing provision and by optimising the utilisation of existing facilities.

As an interim document, the Estate Strategy will be consulted on and progressed in early 2016, with the final version of the Estate Strategy to be finalised by the end of March 2016. Whilst it will be necessary for further data collection to take place, the Estate Strategy sets out how capacity modelling has been undertaken to determine the infrastructure requirements for primary care across the Pan-Staffordshire CCGs. This comprises a review of the Population Projections and residential development targets, followed by a review of key variables (such as the national average of GPS consultation rates, levels of deprivation, operational hours and clinical utilisation). Through this modelling, Cheddleton, Leek South and Hamps Valley are likely to experience the greatest levels of growth from 2012 – 2022. In terms of additional capacity, these three wards were considered to require the following levels of gross internal space: Cheddleton (350 m²), Leek South (363 m²) and Hamps Valley (110 m²).

In addition, future provision will also be influenced by Cabinet Office One Public Estate and NHS Five Year Forward View:

- One Public Estate Programme brings together public sector bodies in a locality to work together to develop a joined up approach to managing their land and property. The Objectives of One Public Estate comprise: delivering more integrated and customer focussed services; creating economic growth; reducing running costs; and generating capital receipts. The One Public Agenda programme seeks opportunities to release health and public sector land in partnership with the Community Health Partnership for housing.
- The NHS Five Year Forward View recognises that there is no ‘one size fits all’ approach, with different local health communities needing to be supported by the NHS national leadership. New models of provision will allow groups of GPs to combine with nurses, other community health services and mental health care to deliver multi-speciality community provision.

13.7 Impact of Proposed Development

There is insufficient secondary evidence to determine the impact of planned growth on the NHS Estate. However, facilities will be provided to support growth through the following mechanisms:

Primary Care Transformation Bids

To improve access to primary care clinical services, Expressions of Interest will be made by GP surgeries to be considered by CCG until February 2016. These Expressions of Interest were expected to cover service strategies, financial constraints and Primary Care Transformation objectives, which include: increasing capacity for primary care outside hospital; commitment to a wider range of services; improved seven-day access to effective care; and increased training capacity. Proposals will then be considered by NHS England and the Local Estates Forum.

It is anticipated that there will be a number of Primary Care Transformation Bids evolving from the Moorlands area within the next year.

GP Access Fund

The GP Access Fund, the former Challenge Fund, seeks to improve access to General Practice and stimulate innovative ways of providing primary care services. GPs within Staffordshire Moorlands can apply to become a pilot for the GP Access Fund.

13.8 Delivery and Responsibilities

Owing to the austerity measures, spending on the NHS by Central Government has seen minimal growth. To maintain standards of service across Staffordshire Moorlands, with increasing demands on healthcare and rising inflation, there has been a need to make capital and efficiency savings amounting to approximately 20% of the overall health budget between 2012 and 2015.

13.9 Summary of Health Infrastructure

Ref	Location	District or County	Scheme	Essential or Desirable	Lead Delivery Agency	Delivery Mechanism	Cost	Delivery Phasing	Gaps in Funding
H1	Leek	District	Expansion of GP surgeries	Desirable	Clinical commissioning groups	CCG investment plans	Unknown	Likely to be toward the end of the Plan Period	Funding through investment plan – uncommitted
H2	Biddulph	District	Expansion of GP surgeries	Desirable	Clinical commissioning groups	CCG investment plans	Unknown	Likely to be toward the end of the Plan Period	Funding through investment plan – uncommitted

14 Emergency Services

14.1 Information Sources

The following sources have been used to populate this chapter:

- Discussions with Local Policing Team Commander for Staffordshire Moorlands
- Discussions with West Midlands Ambulance Service General Manager for Staffordshire
- Staffordshire Fire and Rescue Service online resources
- Staffordshire Police online resources

14.2 Current Infrastructure

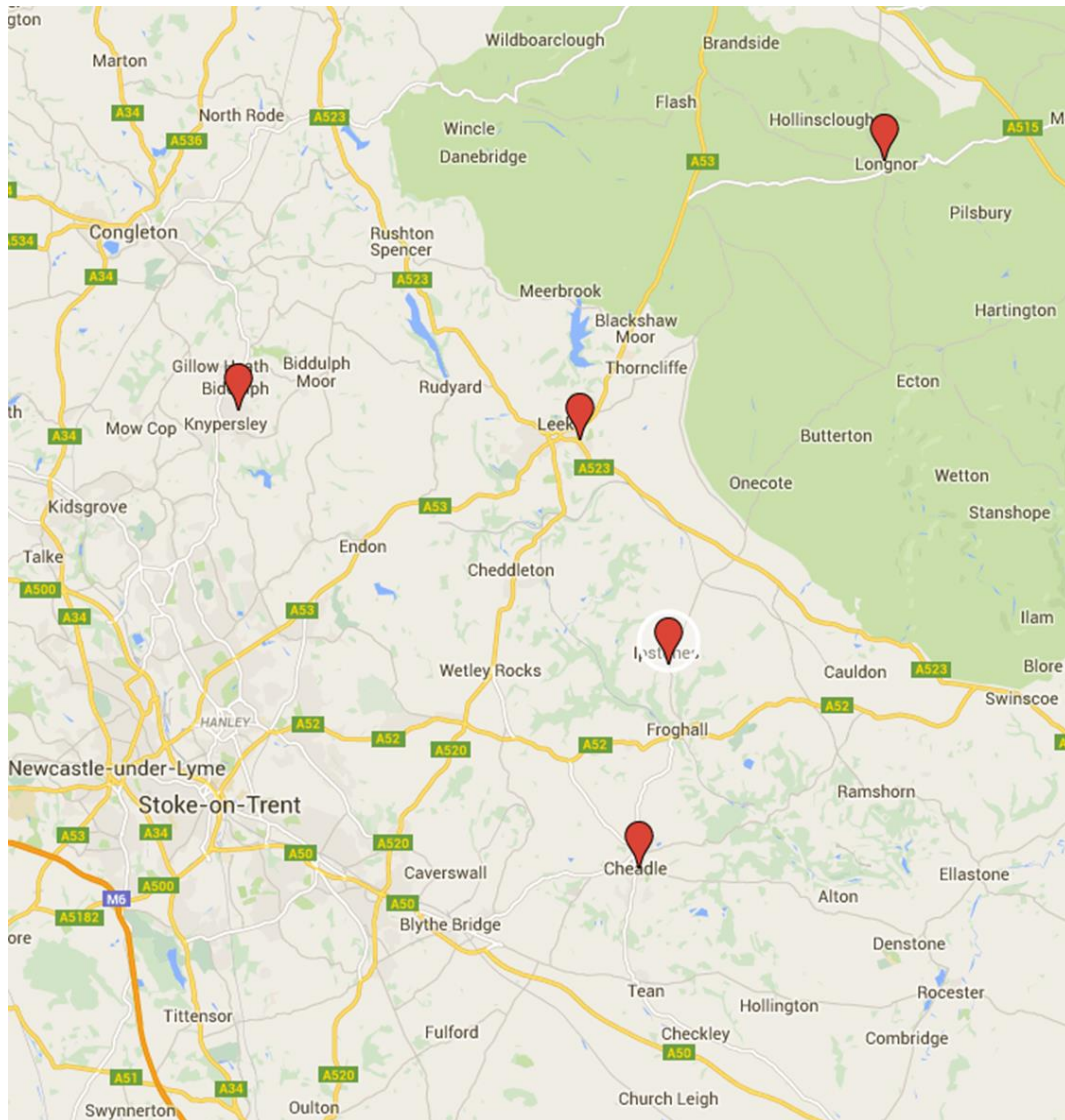
14.2.1 Fire and Rescue Service

Fire and rescue coverage in Staffordshire Moorlands is provided by Staffordshire Fire and Rescue Service (SFRS). SFRS operates from the following facilities within the District:

- Leek Fire Station: Day Crewed
- Biddulph Community Fire Station: Retained
- Longnor Community Fire Station: Retained
- Ipstones Fire Station: Retained
- Cheadle Community Fire Station: Retained

Figure 21 shows the locations of these stations.

Figure 21: Location of Fire Stations in the District



In its 2011-14 Corporate Safety Plan, SFRS highlights a number of changes which it has implemented and are now being followed by other services across the country. These include:

- Introduction of targeted response vehicles to tackle small fires
- Changes to shift patterns to be more responsive to community needs
- Removal of beds from fire stations to allow for more efficient working
- Transition from a hierarchical rank system to a role based system

14.2.2 Police Service

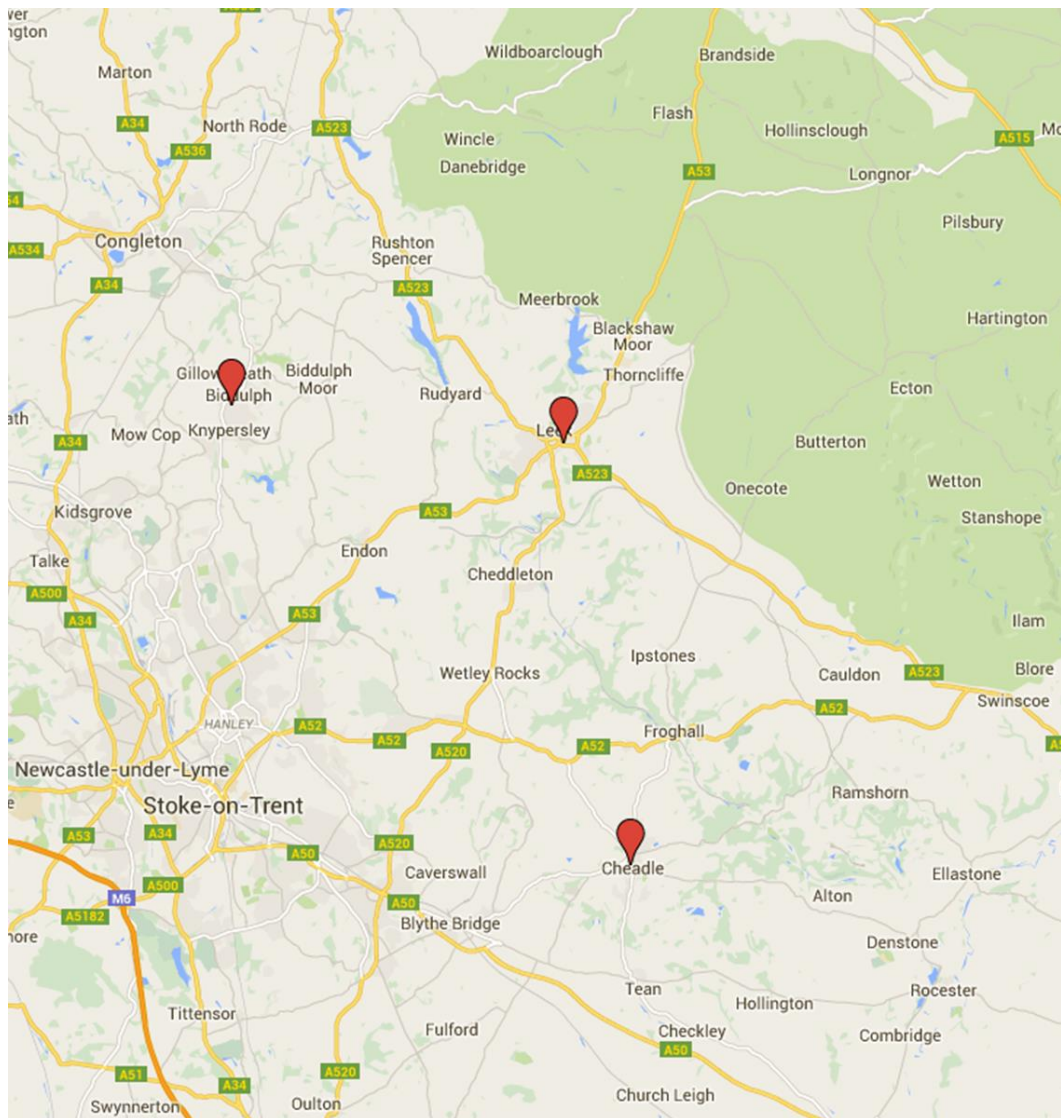
Policing across Staffordshire Moorlands is provided by Staffordshire Police, who serve the borough from the following facilities:

- **Biddulph Police Post:** Located within Biddulph Town Hall

- **Cheadle Police Station**
- **Leek Police Station**

Response officers, neighbourhood officers and Police Community Support Officers (PCSOs) work from each station to be best placed to respond to calls as required. Response officers work from stations 24 hours a day, 7 days a week. All three stations also employ enquiry staff to assist the public. Normal opening times are 09:00 to 17:00 on weekdays. Figure 22 shows the location of Staffordshire Moorlands' police stations.

Figure 22: Location of Police Stations in the District



The location of police stations is based on assessments of the ability of officers to respond to different types of incidents, which is 20 minutes in rural areas for 'immediate' incidents, 1-2 hours at most for 'priority' incidents, and for 'standard' incidents a time usually agreed with the caller. Stations are also located in order to respond effectively to enquiries. In addition to the three main sites, there are a number of shared 'satellite asset' offices in more remote locations

which officers are able to use. Specialist teams such as armed response units are deployed from Stoke or the Staffordshire Police headquarters in Stafford.

14.2.3 Ambulance Service

Staffordshire Moorlands is currently served by the West Midlands Ambulance Service. West Midlands Ambulance Service services include:

- Emergency care and transport of patients;
- Paramedic services at incidents and medical emergencies
- Diagnosis and treatment or referral for minor illnesses and injuries; and
- Responding to major incidents and emergencies with the specialist Hazardous Area Response Team (HART) and with air ambulance colleagues.
- Additional services include events medial cover, a rapid response vehicle operated by a paramedic or doctor and a cave rescue support service.

There are currently three Rapid Response Vehicles (RRVs) stationed in Staffordshire Moorlands, each staffed by 5 paramedics providing 24/7 care for the towns of Leek, Biddulph and Cheadle. These are based at the following locations:

- **Leek:** Moorlands Hospital
- **Biddulph:** Biddulph Leisure Centre
- **Cheadle:** Ashbourne Road, next to the Fire Station

The RRVs are supported by Double Crewed Ambulances which respond from the main ambulance hub in Stoke and a number of strategically situated response posts around Stoke. These schemes are also supplemented by a network volunteer-led First Response Schemes, who provide local cover for their communities. These are based in:

- Alton Towers
- Biddulph Moor
- Brown Edge
- Cheddleton
- Flash/Longnor
- Longsdon
- Oakamore
- Rushton Spencer
- Waterhouses
- Wetton

There is further support to remote areas from the County Air Ambulance network which has air ambulances based at Tatenhill and Cosford which will fly to the District if required. There is also a network of strategically placed community and automated defibrillator sites. These have a network trained in basic life support

and the use of defibrillators and such sites can be activated where known or suspected cardiac arrests are detected.

14.3 Fitness for Purpose

While the use of satellite offices means that means that the police force is able to respond effectively to incidents across Staffordshire Moorlands, provision is stronger in the three towns, where larger numbers of staff are permanently stationed, than in the rural areas. This relative lack of rural provision means that many areas have adopted a joint community approach to fire services and policing in order to share and consolidate resources. There are no known issues with ambulance provision.

14.4 Planned Schemes

It is likely that Police and Crime Commissioners will soon take on the remit for combined emergency services provision, including fire and rescue services.

14.4.1 Fire and Rescue Service

In the last ten years, SFRS has entered into two Private Finance Initiative (PFI) projects in order to secure new facilities. The first phase provided nine new Community Fire Stations and fully refurbished five more stations including Biddulph, Cheadle and Longnor. The second phase has recently seen the completion of a station in Leek. Community stations built during the first phase have since provided meeting places for more than 200 different groups, including Staffordshire Police and the NHS.

This means that four of Staffordshire Moorlands' five fire stations have been built or refurbished in the last ten years. It is therefore unlikely that further schemes will take place, except for the potential consolidation of fire and police services following the expansion of the Police and Crime Commissioner's remit.

14.4.2 Police Service

Like other public services, police services are facing times of budgetary constraint and pressure to utilise resources more effectively. This has had an impact on vehicles, IT, estates and wider operational capability and reduced the number of police officers in the area. The service is currently going through a period of transformation to review the force structure and operating model.

This may result in the merging of police and fire stations in order to consolidate resources onto one site. This approach may be taken in Biddulph and Cheadle, and the decision will be made once it has been confirmed that fire and rescue services will be placed under the remit of the Police and Crime Commissioner.

Currently, Biddulph Police Post is receiving a major upgrade to make better use of the existing space and become more visible and accessible to the community. There are also tentative discussions currently taking place with the District Council on sharing buildings in Leek.

14.4.3 Ambulance Service

The Rapid Response Vehicle based in Leek has recently been moved to a new purpose-built post at the Moorlands Hospital. The Biddulph RRV is soon to follow suit and move from the Leisure Centre to the Fire Station. Recruitment and training of volunteers to support rural communities is ongoing.

In 2014, West Midlands Ambulance Service announced intentions to build a new ambulance station around the A500 in Stoke, which would serve Staffordshire Moorlands. This would give better access to the District than the current station.

14.5 Impact of Proposed Development

14.5.1 Fire and Rescue Service

SFRS are consulted on major planning applications, including highway proposals. This allows them to factor development into their operating models. They will flag up any particular site by site issues through this process.

14.5.2 Police Service

Dialogue with the police service has confirmed that the existing police stations should provide adequate coverage for the proposed development. Staffordshire Police are consulted on major planning applications, including highway proposals. This allows them to factor development into their operating models. They will flag up any particular site by site issues through this process.

14.5.3 Ambulance Service

It is difficult to assess the likely impact of housing growth upon ambulance provision across the District, however as housing delivery would be phased incrementally it is likely that ambulance provision could grow in parallel. Any funding for new facilities would need to come from Department for Health (DfH) funding.

14.6 Delivery and Responsibilities

14.6.1 Fire and Rescue Service

Funding for new facilities is usually provided by:

- Central Government Funding;
- Council Tax; or
- Fire Services Improvement Fund (or similar)

14.6.2 Police Service

Despite budgetary constraints, a number of funding streams are available for investment in police services. These include ‘third sector’ partnership initiatives through the District and County Councils or the local Clinical Commissioning Group. Funding is also available through the Office of the Police and Crime Commissioner.

14.6.3 Ambulance Service

Staffordshire Moorlands has been served by West Midlands Ambulance Service since it merged with Staffordshire Ambulance Service in 2007. WMAS was authorised as a Foundation trust in January 2013 and, in line with the provisions of the Health and Social Care Act 2012, was licensed as a provider of NHS Services in April 2013.

14.7 Summary of Emergency Services Infrastructure

Ref	Scheme	District or County	Essential or Desirable	Lead Delivery Agency	Delivery Mechanism	Cost	Delivery Phasing	Gaps in Funding
ES1	Stoke	County	New ambulance station serving Moorlands in Stoke	Essential	West Midlands Ambulance Service	WMAS investment plan	Unknown	Funding through investment plan – uncommitted
ES2	County Wide	County	Potential merging of police and fire services	Desirable	Staffordshire Police; SFRS	SP, SFRS investment plans	Unknown	Funding through investment plan – uncommitted

15 Infrastructure Delivery Programme

15.1 Introduction

This section takes the evidence and analysis from sections 4 to 14 and sets out how the level of current, planned and future infrastructure will or could be delivered. This section:

- Presents the indicative costs associated with delivering the planned and future infrastructure required to support the long term growth objectives in Staffordshire Moorlands;
- Outlines how SMDC could look to prioritise and facilitate the delivery of infrastructure; and
- Summarises potential funding sources that SMDC could explore to deliver its infrastructure requirements.

This part of the report also identifies any funding gaps by taking the cost estimate for each infrastructure type and setting it within the context of any existing funding commitments to determine potential gaps. This analysis is then used to identify potential options to bridge funding gaps and prioritise infrastructure delivery.

The costs and information shown have been determined through an analysis of the evidence base and discussion with relevant contacts in SMDC and other public and private sector organisations.

15.2 Staffordshire Moorlands Infrastructure Requirements and Investment

15.2.1 Overview

Table 30 below represents a summary of the infrastructure required in Staffordshire Moorlands up to 2031. This includes an indicative assessment of costs, committed funding sources and the subsequent funding gaps that exist. Infrastructure requirements have been split into the following categories:

Spatial Scale

- **District Level:** Infrastructure which is considered to be a priority at a District Level and have District-level benefits.
- **County Level:** Infrastructure which is considered to be a priority at a County Level, and have County-level benefits.

Extent to which Infrastructure is deemed required

- **Essential Infrastructure:** Infrastructure which is necessary to make development acceptable in planning terms.

- **Desirable Infrastructure:** Infrastructure which improves the existing levels of capacity and generally which delivers place-making benefits.

Table 30: Infrastructure required in Staffordshire Moorlands up to 2031

Ref	Location	Spatial Scale	Scheme	Essential or Desirable	Lead Delivery Agency	Delivery Mechanism (likely where not known)	Cost	Delivery Phasing	Gaps in Funding
Transport									
T1	Leek	District	Auction Mart access road	Essential	SCC, SMDC	Private developer directly delivered / funded / S106	Unknown	Long term aspiration	Funding linked to delivery of development – uncommitted
T2	Biddulph	District	Victoria Business Park access road	Essential	SCC, SMDC	Private developer directly delivered / funded / S106	Unknown	Long term aspiration	Funding linked to delivery of development – uncommitted
T3	Biddulph	District	Akesmoor Lane upgrade work	Essential	SCC, SMDC	Private developer directly delivered / funded / S106	Unknown	Long term up to 2031	Funding linked to delivery of development – uncommitted
T4	Cheadle	District	Mobberley Farm Link Road	Essential	SCC, SMDC	Private developer directly delivered / funded / S106	Unknown	Long term aspiration	Funding linked to delivery of development – uncommitted
T5	Cheadle	County	Connectivity to Blythe Bridge and enhanced interchange	Essential	SCC, SMDC	Operator revenue funded - supported by SCC funding if required	Unknown	Long term aspiration	Funding linked to delivery of development – uncommitted
T6	South of District	County	Alton Towers Long Term Plan	Essential	SCC, SMDC	Private developer directly delivered / funded / S106	Unknown	Medium term up to 2019	Funding linked to delivery of development – uncommitted
T7	Blythe Bridge	District	Additional parking at Blythe Bridge station	Essential	SCC, SMDC	Public (SCC) / Private (TOC) partnership	Unknown	Long term up to 2031	Funding through investment – uncommitted
T8	Leek	County	Cornhill Link Road	Desirable (development access road essential)	SCC, SMDC	Private developer directly delivered / funded / S106	Estimated £6.5m	Long term aspiration	Gap
T9	Leek	County	Leek – Hanley bus enhancements	Desirable (no longer in ITS)	SCC	Operator revenue funded - supported by SCC funding if required	Unknown	Long term up to 2031	Funding linked to delivery of development – uncommitted
T10	Leek	District	Leek Bus Station reconfiguration	Desirable	SCC	Public / private partnership – possible LEP funding	Unknown	Long term up to 2031	Funding through investment – uncommitted

T11	Leek	District	Relocation of parking	Desirable	SMDC	Local Authority funding / delivery / enforcement	Unknown	Long term up to 2031	Funding through investment – uncommitted
T12	Leek	District	Edward Street public realm enhancements	Desirable	SCC, SMDC	Public / private partnership – possible LEP funding	Unknown	Long term up to 2031	Funding through investment – uncommitted
T13	Leek	District	Stockwell Street public realm	Desirable	SCC, SMDC	Public / private partnership – possible LEP funding	Unknown	Short term (within 3 years)	Funding through investment – uncommitted
T14	Leek	County	Churnet Valley Railway extension	Desirable	SCC	Sale of development land – private delivery	Unknown	Long term aspiration	Funding through investment – uncommitted
T15	Leek	District	Further upgrade of canal towpath	Desirable	SCC, SMDC	LSTF or equivalent	Unknown	Long term aspiration	Funding through investment – uncommitted
T16	Biddulph	County	Biddulph – Hanley / Macclesfield bus enhancements	Desirable	SCC	Operator revenue funded - supported by SCC funding if required	Unknown	Short term (within 3 years)	Funding linked to delivery of development – uncommitted
T17	Biddulph	District	Improved pedestrian connectivity	Desirable	SCC, SMDC	LSTF or equivalent	Unknown	Long term up to 2031	Funding through investment – uncommitted
T18	Biddulph	District	Town centre cycle parking facilities	Desirable	SCC, SMDC	LSTF or equivalent	Unknown	Long term up to 2031	Funding through investment – uncommitted
T19	Cheadle	District	Chapel Street / Tape Street junction improvements	Desirable	SCC, SMDC	Local Authority funded and delivered	Unknown	Medium term	Funding through investment – uncommitted
T20	Cheadle	District	Heavy vehicle strategy	Desirable	SCC, SMDC	Local Authority delivered – possible user fee revenue	Unknown	Long term up to 2031	Funding through investment – uncommitted
T21	Cheadle	District	Improved pedestrian routes	Desirable	SCC, SMDC	LSTF or equivalent	Unknown	Medium term	Funding through investment – uncommitted
T22	Cheadle	County	New link road to the A50(T)	Desirable	SCC, SMDC	Public / private partnership – S106	Unknown	Long term aspiration	Funding through investment – uncommitted

T23	South of District	County	A50 to Alton growth corridor	Desirable	SCC, SMDC	Local Pinch Point Fund	£2.7m	Long term up to 2031	£0.8m gap
T24	District wide	County	HS2 released capacity	Desirable	Network Rail, HS2 Ltd	Central government hybrid bill	Approx. £40bn	Long term - 2033	Funding committed nationally
T25	Stoke	County	Stoke Station development project	Desirable	Stoke City Council	TOC (Virgin) funded and delivered	Unknown	Long term up to 2031	Funding through investment – uncommitted
T26	Churnet Valley	District	Measures in Churnet Valley Masterplan	Desirable	SCC, SMDC	Various including Local Authority and private developer delivered	Unknown / Various	Long term up to 2031	Funding through investment and development – uncommitted
Education									
E1	Leek	County	New first school	Essential	SCC, SMDC	LEA / S106 / CIL	Unknown	Linked to rate and distribution of delivery	Funding through investment plan / development – uncommitted
E2	Leek	County	Expansion of Middle School Provision and identification of additional land	Essential	SCC, SMDC	LEA / S106 / CIL	Unknown	Linked to rate and distribution of delivery	Funding through investment plan / development – uncommitted
E3	Biddulph	County	New Primary School provision	Essential	SCC, SMDC	LEA / S106 / CIL	Unknown	Linked to rate and distribution of delivery	Funding through investment plan / development – uncommitted
E4	Biddulph	County	Requirement for additional middle and high school places in Biddulph	Essential	SCC, SMDC	LEA / S106 / CIL	Unknown	Linked to rate and distribution of delivery	Funding through investment plan / development – uncommitted
E5	Cheadle	County	New Primary School site	Essential	SCC, SMDC	LEA / S106 / CIL	£8 million	Linked to rate and distribution of delivery	Funding through investment plan / development – uncommitted
E6	Cheadle	County	Requirement for additional high school places	Essential	SCC, SMDC	LEA / S106 / CIL	Unknown	Linked to rate and distribution of delivery	Funding through investment plan / development – uncommitted

Utilities									
U1	Whitefield to Endon	County	Uprate the Whitefield to Endon no.1 circuit to a 40MVA rating	Desirable	Western Power Distribution	WPD capital investment plan	Unknown	Due to be delivered in 2015	No gap
Telecommunications									
TE1	County Wide	County	Continuation of Superfast Staffordshire	Essential	Superfast Staffordshire	BDUK	Funding Committed	Short term (0 – 5 years)	No gap
TE2	County Wide	County	Roll-out of innovative rural BDUK test pilots for rural geographies	Essential	BDUK, Superfast Staffordshire	BDUK	Unknown	Medium (announcement of technologies confirmed in mid-2016)	Funding secured pending test pilot outcomes
Flood Risk and Drainage									
FL1	Lower Tean	District	Divert existing watercourse around village	Essential	Environment Agency	EA capital plans	Unknown	Due to be completed in 2016	No gap
FL2	Brown Edge	District	Divert existing watercourse around village	Essential	Environment Agency	EA capital plans	Unknown	Modelling planned for 2017-18	Funding through capital plan – uncommitted
FL3	Endon	District	Reduce flooding from Village Brook	Essential	Environment Agency	EA capital plans	Unknown	Modelling planned for 2017-18	Funding through capital plan – uncommitted
FL4	Biddulph	District	Increase measures to reduce surface water flooding	Essential	SMDC	SMDC capital plans / private development / S106	Unknown	Short term (0 – 5 years)	Funding linked to delivery of development – uncommitted
Waste Management									
W1	District Wide	District	Monitor waste management capacity for residual arisings within the District	Essential	SCC	SCC capital plans	Unknown	Ongoing	Funding through investment plan – uncommitted
W2	District Wide	District	Monitor waste management capacity for recycling arisings within the District (particularly at Leek Transfer Station)	Essential (if new infrastructure necessary)	SMDC	Recycling credits	Unknown	Ongoing	Funding through investment plan – uncommitted
Green Infrastructure, Open Space and Public Space									
G1	District Wide	District	Transition of 12 sites to Staffordshire Wildlife Trust management	Desirable	SMDC; Staffordshire Wildlife Trust	SWT investment plans	Unknown	Short term (0 – 5 years)	Funding through investment plan – uncommitted
G2	Leek	District	Investment in Brough Park	Desirable	SMDC	SMDC capital plans / CIL	Unknown	Medium term (5 – 10 years)	Funding through capital plan – uncommitted

G3	Biddulph	District	New facilities for young people	Desirable	SMDC	SMDC capital plans / S106 / CIL	Unknown	Medium term (5 – 10 years)	Funding through capital plan – uncommitted
G4	Cheadle	District	New park and play space	Desirable	SMDC	SMDC capital plans / S106 / CIL	Unknown	Medium term (5 – 10 years)	Funding through capital plan – uncommitted
Sport, Leisure and Recreation									
S1	Leek	District	New tennis courts, adult football pitches and mini soccer pitches	Desirable	SMDC	SMDC capital plans / S106 / CIL	Unknown	Medium term (5 – 10 years)	Funding through capital plan – uncommitted
S2	Biddulph	District	New playing pitches, bowling greens and tennis courts	Desirable	SMDC	SMDC capital plans / S106 / CIL	Unknown	Medium term (5 – 10 years)	Funding through capital plan – uncommitted
S3	Cheadle	District	New adult football pitches, tennis courts and bowling greens	Desirable	SMDC	SMDC capital plans / S106 / CIL	Unknown	Medium term (5 – 10 years)	Funding through capital plan – uncommitted
Community and Cultural									
C1	Leek	District	Lease of Foxlowe building for arts centre	Desirable	Community groups	Community funding	Unknown	Completed 2011	Completed
C2	Blythe Bridge	District	Transition of library to community management	Desirable	SMDC; Blythe Bridge Care and Fun Club	Community group investment plan	Unknown	Due to be completed in April 2016	Funding through investment plan – uncommitted
C3	Werrington	District	Transition of library to community management	Desirable	SMDC; Werrington Community Voluntary Group	Community group investment plan	Unknown	Due to be completed in April 2016	Funding through investment plan – uncommitted
Health									
H1	Leek	District	Expansion of GP surgeries	Essential	Clinical commissioning groups	CCG investment plans	Unknown	Likely to be toward the end of the Plan Period	Funding through investment plan – uncommitted
H2	Biddulph	District	Expansion of GP surgeries	Essential	Clinical commissioning groups	CCG investment plans	Unknown	Likely to be toward the end of the Plan Period	Funding through investment plan – uncommitted
Emergency Services									
ES1	Stoke	County	New ambulance station serving Moorlands in Stoke	Essential	West Midlands Ambulance Service	WMAS investment plan	Unknown	Medium term (5 – 10 years)	Funding through investment plan – uncommitted

ES2	County Wide	County	Potential merging of police and fire services	Desirable	Staffordshire Police; SFRS	SP, SFRS investment plans	Unknown	Medium term (5 – 10 years)	Funding through investment plan – uncommitted
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16 Funding Sources

16.1.1 Overview

This section examines how the infrastructure funding gaps identified in section 15 can be met. It firstly explores how funding can be found for the identified gaps. It then considers how SMDC can manage risks associated the availability of funding to deliver identified schemes.

There are three categories of complementary infrastructure funding sources considered below:

- Grants and subsidies;
- Local revenue generation; and
- Equity and debt.

16.2 Exploring Opportunities for Securing Funding

16.2.1 Securing funding for infrastructure

The available principal funding sources for infrastructure are summarised below. In each case we have identified key issues regarding potential sources of funding and emerging thinking on potential preferred funding options. The Infrastructure Delivery Programme in section 15 also identifies lead delivery agencies. This report recognises that future infrastructure is dependent on a range of agencies and partnership arrangements to both fund and deliver future schemes.

16.2.2 Grants and Subsidies

Local Enterprise Partnership Funding:

Staffordshire Moorlands falls within the area covered by the Stoke-on-Trent and Staffordshire Local Enterprise Partnership (LEP). LEP funding comes from a number of grant sources. Some of these currently include:

- Single Local Growth Fund (LEPs eligible to apply to a pot of £10bn from 2015-16 covering housing and transport).
- LEPs also have responsibility for delivering part of the EU Structural and Investment Funds for 2014 – 2020.

LEPs also had access to the Growing Places Fund, however no further rounds have been announced.

New Homes Bonus

The New Homes Bonus provides local authorities with a financial payment equal to the national average for the council tax band on each additional property and paid for the following six years as a un-ring-fenced grant. Local authorities can

utilise the income generated by the New Homes Bonus to pay for infrastructure requirements.

As an illustration of the potential NHB receipts, the grant relating to a mid-value council tax D property would be £1480 per annum.

The delivery of new homes bonus is dependent on housing delivery and net housing growth performance, to which there is inevitably a fair degree of risk. However the future allocation of a portfolio of housing sites will increase the likelihood of securing funding through this source.

Government and European grants¹⁸

Capital grants represent project specific funding for capital projects from Government, the EU or the National Lottery. Such funds could be received from quasigovernment sources such as HCA, Central Government Departments or other organisations, particularly the Department for Transport, Department for Health and Department for Education.

The current financial climate has led to a dramatic drop in grant funding available, however, there remain some sources of funding that can potentially be drawn into infrastructure schemes, such as the funding from the Heritage Lottery, Sports England and the European Regional Development Fund (ERDF) and it is reasonable to assume that there will be a continuation in the availability of project specific grants in the future.

16.2.3 Local Revenue Generation

Community Infrastructure Levy

The development of a Community Infrastructure Levy for High Peak and Staffordshire Moorlands Councils will allow developer contributions to be pooled and spent on large projects in the District. The Community Infrastructure Levy could be supplemented with Section 106 agreements for delivery of on-site infrastructure and affordable housing, as long as these types of infrastructure or projects were not specified on the CIL Regulations 123 list.

Section 106

Planning obligations under Section 106 (S106) are a mechanism which make a development proposal (that would not be acceptable otherwise) acceptable in planning terms. S106 are legal contracts linked to a planning application decision, relating to the land rather than the person or organisation developing the land. Planning obligations are used in order to:

- Prescribe the nature of development to comply with policy.
- Compensate for loss or damage (such as loss of open space) created by a development.
- Mitigate impact from a development.

¹⁸ This document was drafted before the result of the EU referendum in June 2016.

It should be noted that when SMDC adopts a CIL charge this will largely replace S106 (except for Affordable Housing and any on site infrastructure).

Section 278

Section 278 agreements are a mechanism to enable the developer to design, carry out and pay for works on the highway network to the satisfaction of the local highway authority or to fund works to be carried out by the highways authority. Section 278 agreements can be put in place alongside CIL and will be an important mechanism for SMDC to use for highways works related to future development.

Business Rate Retention

Business rate retention schemes could be considered by Staffordshire Moorlands Council for future investment in a town centre locations or business parks.

Council tax precept

An addition to council tax could be levied for either a specific project or an infrastructure investment programme. This could be considered as an option to meet any shortfalls in funding for strategic infrastructure priorities where the benefit across the District can be demonstrated.

Proceeds from disposal of assets

Proceeds from the disposal of surplus Council and other public sector owned assets form a further source of funding that can potentially be used to pay for some infrastructure works. This is often utilised on a like-for-like infrastructure provision basis, for example where the sale of a school site might fund the re-provision of a school in another part of the District.

Asset disposal can also be considered as part of a cost reduction programme, for example libraries in Blythe Bridge and Werrington are being transferred to community ownership to reduce costs to the County. It is recommended SMDC complete an audit of assets to identify whether asset disposal could contribute to an 'Infrastructure Investment' funding pot.

16.2.4 Equity and Debt

Joint Ventures

The use of a partnership approach to develop a pipeline of sites across an area is a popular potential route that is being pursued by a number of local authorities at present. Such partnerships can include the public sector vesting land and/or equity alongside an equivalent commitment by a commercial partner to deliver a development or regeneration scheme.

The development of an infrastructure based JV has potential where the public sector owns development land and is able to use that land to attract private sector investment to deliver infrastructure. In this case, the private sector would put equity into the JV to pay for infrastructure works, then development takes place on the Council's land, the receipts from which are shared between the parties.

The potential for such mechanisms to be applied on an ad hoc or area wide strategic basis should be explored alongside the audit of assets recommended above.

16.3 Funding Essential Infrastructure

Within Staffordshire Moorlands this IDP broadly identifies essential infrastructure as transport, education, health and telecommunications. Particular schemes within these areas are identified as essential, as they would represent the most effective use of funding in achieving strategic priorities. The principal source of funding these types of infrastructure would be Government funding, either provided directly by Government or administered by some other means (e.g. Highways England funding, Basic Needs Allowance to provide additional school places and investment through BDUK for telecommunications provision).

In most cases the schemes identified for these types of infrastructure represent locally strategic priorities as a result of priorities identified in the Core Strategy. As these are local priorities, SMDC would also contribute towards funding via the Councils Capital Plan. A strategic case would need to be made to Government to cover any gaps in funding taking account of the level of contributions SMDC would be able to plan for within its Capital Plan.

An example where Government funding is the main source of investment is for the provision of broadband services and extending reach into rural areas. The Government (through BDUK) has made a national commitment to deploy 97% coverage of fibre-based broadband and has set aside funding to achieve this.

Delivery of essential infrastructure such as health and education is generally the responsibility of statutory bodies. The main risks associated with these types of infrastructure is the timeframe for delivery, as there can be a delay between the infrastructure requirement being identified and investment resulting in its delivery. This emphasises the importance of early planning through the Infrastructure Delivery Programme.

An example of the lag between infrastructure requirements being identified and investment in delivery is demonstrated by the provision of GP surgeries. It is the statutory duty for NHS to provide additional GP provision however investment is based on on-going monitoring to identify future requirements. Therefore some GP surgeries in the District are already operating at or over capacity when assessed against recommended patient list numbers advised by NHS England.

16.4 Funding Desirable Infrastructure

Desirable infrastructure is often associated with infrastructure which does not have a statutory requirement for funding and delivery. This type of infrastructure provides valuable resources to enhance quality of life and influences quality of places such as Green Infrastructure, Open Space, Sport, Leisure and Recreation.

The main funding sources for desirable infrastructure are:

- Planning Obligations (for provision of on-site facilities);
- Community Infrastructure Levy or commuted sum through S106;
- SMDC resources; and
- External funding from the County or the LEP.

Taking account of SMDC resources and the expectations on CIL, certain aspects of desirable infrastructure will need to be prioritised to maximise available funding. The Council has already put in place measures to consolidate infrastructure such as play spaces and open space to ensure efficient use of available resources.

Other potential sources of external funding to address gaps could include:

- Big Lottery
- Sport England
- Heritage Lottery Fund

In order to secure available funding it is important for SMDC to identify priority projects and to prepare a business case, to access funding opportunities as they arise as many external funding schemes have limited windows in which applications must be submitted.

The certainty of investment in desirable infrastructure will be further supported through the adoption of CIL and the completion of the Regulation 123 list which will feature some of these types of infrastructure.

16.5 Funding Deficits in Maintenance Budgets

Across certain types of infrastructure deficits in maintenance budgets present a significant challenge. Maintenance budgets cannot be funded through CIL and will need to be addressed through reorganisation of SMDCs assets and/or external funding sources.

The long-term management and maintenance of new infrastructure assets is a crucial consideration. In the process of prioritisation for new infrastructure investment, an emphasis should be placed on demonstrating the long-term viability of on-going revenue costs.

For example, SMDC will need to consider the arrangements for funding maintenance of any new open space or play areas provided by developers. This could be through a private management arrangement or commuted sum arrangements (whereby the Council adopts common areas in exchange for commuted sums from developers). Such arrangements need to take account of long term liabilities for the Council and will need to be decided on a site specific basis.

17 Conclusion and Recommendations

17.1 Overall Conclusion

This Infrastructure Delivery Plan forms a key part of the Staffordshire Moorlands District Council Local Plan evidence base. It brings together data and the views of expert stakeholders on matters such as current provision and infrastructure requirements; projected costs and funding mechanisms; and requirements for future provision to support the delivery of planned growth specified in the Local Plan.

This IDP examines the quality and capacity of the following types of infrastructure: transport; education; utilities; telecommunications; flood risk and drainage; waste management; green infrastructure; sport, leisure and recreation; health; emergency services; and community and cultural provision. The IDP identifies the ability of each type of infrastructure to support the delivery of housing and employment growth across the Districts towns and large villages.

The adopted Core Strategy plans for an additional 6,000 homes and 24 hectares of employment land across the district between 2006 and 2026. The emerging Site Allocations DPD and revised Local Plan sets out growth proposals up to 2031 and distributes growth between the three towns and larger villages. The Site Allocations DPD is currently at the Preferred Options consultation stage. Therefore conclusions made in this IDP will take account of housing and employment needs set out in the adopted Core Strategy. This will then be updated to reflect any revisions specified in the Site Allocations Preferred Options DPD and revised Local Plan.

Based on analysis of current infrastructure and details of planned infrastructure set out in the Infrastructure Delivery Programme table in section 15, the overall conclusion is broadly that the distribution of growth in the Core Strategy can be supported by current and planned infrastructure. Schemes are identified which align with the spatial distribution of growth proposals in the Core Strategy and there are no significant constraints to the level of growth proposed. Interventions have been identified for each of the three towns and the larger villages which SMDC will need to address as part of future infrastructure planning and investment programmes.

When considering the capacity of current and planned infrastructure to meet future housing and employment needs and strategic growth aspirations of the Districts towns and large villages the following conclusions can be made:

17.1.1 Leek

The Core Strategy specifies growth of 1,800 additional dwellings and 7.2 hectares of employment land. To support this level of growth the Infrastructure Delivery Plan identifies the main interventions relating to provision of transport, education, and health. These are explored further in section 17.2 and include:

- A new link road to Cornhill and an access road to Auction Mart;

- A reconfigured bus station and an enhanced service to Hanley;
- A new first school and expanded middle school provision;
- Further investment in Brough Park; and
- Expansion of GP surgeries.

17.1.2 Biddulph

The Core Strategy specifies growth of 1,200 additional dwellings and 4.8 hectares of employment land. To support this level of growth the Infrastructure Study identifies the main interventions relating to provision of transport, education, management of flood risk, recreation and health. These are explored further in section 17.2 and include:

- Improved bus services to Hanley and Macclesfield;
- An access road to Victoria Business Park;
- Improved pedestrian connectivity and town centre cycle parking;
- New primary school provision and more middle and high school places;
- Increased measures to prevent surface water flooding;
- New facilities for young people; and
- Expansion of GP surgeries.

17.1.3 Cheadle

The Core Strategy specifies growth of 1,320 additional dwellings and 4.8 hectares of employment land. To support this level of growth the Infrastructure Delivery Plan identifies the main interventions relating to provision of transport, education and recreation. These are explored further in section 17.2 and include:

- Junction improvements and two new link roads;
- Improved connectivity to Blythe Bridge and pedestrian routes;
- A new primary school site and more high school places; and
- New park and play space.

17.1.4 Larger Villages

The Core Strategy specifies growth of 1,680 additional dwellings and 7.2 hectares of employment land in the rural areas of Staffordshire Moorlands. To support this level of growth the Infrastructure Delivery Plan identifies the main interventions relating to provision of transport, management of flood risk and community and cultural in the larger villages.

These are identified in the Local Plan as Alton, Biddulph Moor, Blythe Bridge & Forsbrook, Brown Edge, Cheddleton, Endon, Ipstones, Kingsley, Upper Tean, Waterhouse, Werrington and Cellarhead, and Wetley Rocks. These interventions are explored further in section 17.2 and include:

- Additional parking at Blythe Bridge station;
- Diverted watercourse to reduce flooding in Brown Edge;
- Reduced flooding from Village Brook in Endon; and
- Transition of libraries in Blythe Bridge and Werrington to community management.

17.1.5 Risks to delivery

In terms of infrastructure delivery, there are some uncertainties associated with availability of funding for schemes identified within the Infrastructure Delivery Programme. Specific risks include:

- Availability of funding and prioritisation of schemes at the County and Regional level. This reflects the locally strategic importance of most schemes identified in the IDP;
- Reductions in local authority budgets and availability of resources for ongoing maintenance for green infrastructure, open spaces and play spaces; and
- Changes to Section 106 regulations and the ability to ‘pool’ developer contributions, this will be addressed once the Community Infrastructure Levy is adopted in Staffordshire Moorlands.

As a result of these risks, SMDC will need to decide on priorities for infrastructure delivery. These decisions will need to take account of the timing and phasing of housing and economic development, alongside infrastructure investment cycles. Options to respond to these risks include prioritising essential infrastructure and focusing investment in these areas or reviewing the timescales for housing and economic development.

17.2 Infrastructure-Specific Conclusions

Chapters 4 to 14 of this IDP set out current provision and requirements for future provision for the different types of infrastructure identified below. This section of the report summarises the conclusions for each type of infrastructure.

Transport: Transport interventions identified in this IDP relate to investment in access roads to unlock potential development sites; improved frequency of public transport services to encourage modal shift away from the car; and improved pedestrian and cycle connectivity and facilities within Leek, Biddulph and Cheadle to enhance sustainable travel modes. Whilst there are limited rail facilities within the District, there are aspirations to extend the local rail network making use of the existing Churnet Valley heritage line. Increased parking provision at Blythe Bridge Station will also encourage rail use for longer

commuting journeys, this can further be maximised by ensuring effective connections between rail and bus timetables.

Education: As a result of growth proposals in the Core Strategy and current capacity of primary, middle and secondary schools, this IDP has identified the requirement for new primary or first school in Leek, Biddulph and Cheadle along with expansion of the middle school in Leek. Capacity of first schools will also need to be reviewed once the Site Allocation Preferred Option is confirmed, in order to identify whether further expansion is required.

Utilities: Broadly there are no significant issues identified relating to the future provision of utilities, however further discussions will take place with utilities providers once the sites have been confirmed in the Site Allocations – Preferred Option DPD.

Telecommunications: Within Staffordshire Moorlands there are recognised constraints to the quality and speed of broadband provision and the level of access for mobile telephony. Future investment is likely to be demand-led and market-driven, however the district will also benefit from Government led investments managed by BDUK and the extension of rural pilots to enable improved services and coverage within the districts larger villages. New developments will also benefit from the recent agreement between Openreach and the Home Builders Federation to offer fibre broadband connectivity to all new homes.

Flood Risk and Drainage: Flood events in the district have mainly occurred around Biddulph, Endon, Cheddleton and Cheadle although recently flash floods also took place on the main route into Leek. To address these issues flood alleviation schemes are identified for the larger villages of Lower Tean, Brown Edge and Endon. Greater emphasis will also be placed on the management of surface water run off to reduce the risk of flooding, particularly in Biddulph, with an increased provision of Surface Water Drainage schemes for new development.

Waste Management: There is currently sufficient capacity within the existing Waste Treatment Facilities within the district. Levels of growth proposed in the Core Strategy have been assessed and it is unlikely additional capacity will be required over the plan period. The capacity of existing facilities will continue to be monitored.

Green Infrastructure and Open Space: This IDP has reviewed areas of provision and identified deficiencies in different types of green infrastructure, open space and play space for Biddulph, Cheadle, Leek and the larger villages. In Biddulph, there are deficiencies across most types of open space including formal parks, amenity green space, facilities for children and young people, outdoor sports facilities and allotments. Issues were also raised regarding the quality of provision. Interventions to address these issues include provision of a new park and play space facility in Cheadle, investment in Brough Park in Leek and facilities for young people in Biddulph.

Sport, Leisure and Recreation: Improvements have been made to facilities across the district with investment in ‘sports villages’ in the three towns. Issues tend to be around quality of provision, although there are shortfalls in provision of playing pitches and tennis courts in all three towns. Interventions are planned in

Werrington through funding captured by Section 106. It is anticipated future interventions will be largely delivered through future grants (such as those from Sport England) or through developer contributions.

Community and Cultural Facilities: Overall there is a good distribution of community and cultural facilities across the three main towns and larger villages. There are no planned cuts in services, although libraries at Blythe Bridge and Werrington have been identified for community transfer. In terms of facilities to support the tourism offer, the priority for the district is the Churnet Valley heritage railway and the opportunity this could provide to link towns and villages across the district. This has been addressed in the Transport chapter of the IDP. The provision of cemeteries were also considered in this section of the IDP and future capacity constraints were identified.

Health: Primary and secondary care provision were reviewed for Staffordshire Moorlands. In Leek, the patient list size for one of the GP surgeries is towards the upper level of NHS recommended list sizes and further expansion of this practices may be required. There are also higher patient numbers registered for Biddulph GP surgeries, again expansion may be required to manage additional demand. Further information will be available on future proposals once the Primary Care Transformation Bids and the Local Estates Forum Strategy is confirmed.

Emergency Services – The trend for Emergency Services is a move towards consolidated services and more responsive service provision. Funding is allocated directly from central Government and through local council tax. It is anticipated there is adequate cover from police, fire and ambulance services for future growth taking account of the future consolidation facilities for police and fire services and the provision of a new ambulance station to serve Staffordshire Moorlands.

17.3 Recommendations

The findings from this IDP have raised a number of issues for SMDC to consider in the short, medium and long term. Based upon the analysis and conclusions in this IDP, it is recommended SMDC proceeds with the following next steps:

- Prioritise investment in the delivery of essential infrastructure;
- Further discussions with the County to raise the profile of strategic infrastructure identified as a priority for SMDC;
- Ensure existing allocations are converted into funding commitments;
- Capturing future developer contributions through an adopted CIL;
- Identifying future investment opportunities resulting from Northern Gateway discussions with the City Region and the LEP; and
- Continued close working arrangements by SMDC with partners to prioritise delivery of strategic infrastructure.