

Staffordshire Moorlands District
Council

Infrastructure Delivery Plan

Final Report

Issue 5 February 2018

This report takes into account the particular instructions and requirements of our client.

It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Job number 247709-00

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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 is the Final IDP and forms an update to the Baseline IDP issued to SMDC in July 2016. The Final IDP evaluates required infrastructure provision based on levels of growth and location of development set out in the Staffordshire Moorlands Local Plan Submission Version.

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 larger villages.

Approach

In 2016 a Baseline IDP was prepared for SMDC to inform the Local Plan Preferred Options. The Baseline IDP built upon the themes of the previous Staffordshire Moorlands Infrastructure Plan (2012). Through the IDP process 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 and utilities providers. Gaps in provision to meet the proposed growth set out in the Local Plan were identified, and committed and allocated funding streams were identified in order to determine gaps.

In November 2017 SMDC requested Arup use the Baseline IDP as the basis to prepare a Final IDP taking account of revised housing growth proposals and distribution of development in the Local Plan. In order to finalise the IDP, it was agreed Arup would engage with key stakeholders from transport, education, health and utilities infrastructure provision. The Final IDP forms part of the evidence base to accompany the Staffordshire Moorlands Local Plan.

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 Local Plan can be supported by current and planned infrastructure. Schemes are identified which align with the spatial distribution of growth proposals in the Local Plan and there are no significant constraints to the level of growth proposed.

The Local Plan 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 over the plan period to 2031. These are summarised as follows:

- In Leek, the main interventions relate to transport, education and health. These include provision of access roads, greater first and middle school provision and expansion of GP surgeries where demand exceeds NHS recommended list sizes.
- 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 of places through expansion of existing schools, expansion of GP surgeries where demand exceeds NHS recommended list sizes, increased measures to prevent flooding and new facilities for young people.
- In Cheadle, the main interventions relate to transport, education and recreation. These include mitigation measures for Chapel Street / Tape Street, improved connectivity to Blythe Bridge, greater primary 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, utilities and community and cultural. These include additional parking at Blythe Bridge station, an assessment of the need for junction improvements in relation to Blythe Bridge development proposals, diverting watercourses around Lower Tean and Brown Edge, increased capacity at Froghall sewage treatment works and securing the transition of libraries in Blythe Bridge and Werrington to community management.

In terms of transport infrastructure provision the IDP also takes account of the Local Plan aspiration for link roads at Cornhill, Leek and Mobberley Farm, Cheadle acknowledging that these are longer term plans which are dependent on development coming forward in these locations.

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 should SMDC consider adopting a CIL. 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; works closely with the CCG to understand the outcome of future business plans; works with Highways England in relation to Blythe Bridge proposals; secures developer contributions through S106 and / or CIL; identifies future investment opportunities associated with the Northern Gateway¹; continues close working with partners to prioritise the delivery of strategic infrastructure; and monitors delivery of IDP schemes. This will ensure that infrastructure is in place within the planned timescales to support delivery of the Local Plan.

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 (IDP) for the Local Authority Area of Staffordshire Moorlands. Although the IDP 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 IDP therefore forms a key part of the Staffordshire Moorlands Local Plan evidence base. SMDC recently finished consultation in September 2017 on the Preferred Options Local Plan. The Local Plan covers the planning period from 2016 to 2031.

The Local Plan states that 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 IDP 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 IDP 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.

The other aspect of the study explores the viability of the Community Infrastructure Levy (CIL). SMDC will use the outcome of the IDP and viability analysis work to consider the position on CIL. The IDP identifies potential opportunities for funding from CIL should SMDC decide to pursue this option.

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 larger villages identified within the Local Plan. The outcomes of this appraisal will be compiled within the IDP: 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 IDP seeks 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 IDP Status within the Local Plan

SMDC consulted on the ‘Site Options and Development Boundaries’ in summer 2015. A review of the 2014 Staffordshire Moorlands Core Strategy Policies, and the ‘Preferred Options’ draft of the Site Allocations Document was then subject to consultation in April 2016, leading to Preferred Options Local Plan consultation on policies and allocations between July and September 2017 and, the preparation of a Regulation 19 Local Plan which is due to be submitted for Examination in 2018.

A Baseline IDP was prepared for SMDC to inform the Local Plan Preferred Options. The role of the Baseline IDP was to summarise the existing levels of built form, planned levels of infrastructure and high level conclusions for infrastructure requirements based on levels of growth set out within the adopted Core Strategy. Stakeholders responsible for provision of infrastructure were engaged as part of the preparation of the Baseline IDP. The Baseline IDP was issued to SMDC in July 2016.

The Council then progressed with preparation of the Local Plan which included site allocations. In November 2017 SMDC requested Arup use the Baseline IDP as the basis to prepare a Final IDP taking account of revised housing growth proposals and distribution of development in the Local Plan. In order to finalise the IDP, it was agreed Arup would re-engage with stakeholders responsible for transport, education, health and utilities infrastructure provision. In addition, the Final IDP was updated to take account of any relevant infrastructure plans published since July 2016. The Final IDP is the result of the work completed by

Arup in 2017/18 and forms part of the evidence base to accompany the Staffordshire Moorlands 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 Local Plan 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,

² HM Treasury (2014) National Infrastructure Plan.

³ National Planning Policy Framework (2012)

⁴ Planning Practice Guidance (2014) Local Plans

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 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 Local Plan which replaces the Staffordshire Moorlands Core Strategy, Biddulph Area Action Plan (AAP) and previous Local Plan to provide a framework for delivering development for the period 2016 to 2031. The Development Plan also includes the Minerals Local Plan for Staffordshire (2015 – 2030), and the Staffordshire and Stoke on Trent Waste Local Plan (2010 - 2026). In addition, there are a number of supporting Supplementary Planning Documents, although these are not part of the development plan. A summary of the Local Plan is set out in section 2.2.1.

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 Local Plan - Preferred Options 2017

The Local Plan Preferred Options consultation closed in September 2017 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 Local Plan are defined across four spatial areas: the towns of Leek, Biddulph and Cheadle, followed by the remaining rural areas. The Local Plan identifies:

- **Cheadle**, 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 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.

- **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 regeneration opportunities are located at Cornhill⁵ and Newton House.
- **Rural Areas**, The larger villages will be the rural centres for services, facilities and jobs acting to sustain the rural areas. Larger villages are identified as Alton, Biddulph Moor, Blythe Bridge & Forsbrook, Brown Edge, Cheddleton, Endon, Ipstones, Kingsley, Upper Tean, Waterhouses, Werrington and Cellarhead and Wetley Rocks. Smaller village communities will also continue to thrive with a range of housing opportunities and improved access to community services. Mixed-use development at Blythe Bridge will support the Rural Areas and potential wider regeneration initiatives.

⁵ Cornhill Strategic Site may be suitable for employment and residential.

Figure 1: Map showing Staffordshire Moorlands District Boundary



The Local Plan states that provision will be made for **6,080 additional dwellings** for the period 2012 – 2031 (320 per year). The Local Plan backdates to 2012 to account for the shortfall of housing provision that has occurred in recent years. Development will be distributed as set out within Table 1. Provision will be made for at least **27 hectares of additional employment land** by 2031 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 Local Plan

| | Dwellings – Gross requirement (minus National Park allowance) | Employment (ha) |
|-------------|--|------------------------|
| Leek | 30% (1,794) | 30% (8.1) |
| Biddulph | 20% (1,196) | 20% (5.4) |
| Cheadle | 25% (1,495) | 20% (5.4) |
| Rural Areas | 25% (1,495) | 30% (8.1) |
| Total | 5980 | 27 |

The National Park Authority has agreed to an allowance of 100 dwellings within the Peak District, reflecting long term annual average housing completions in areas of Staffordshire Moorlands that lie within the National Park.

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)

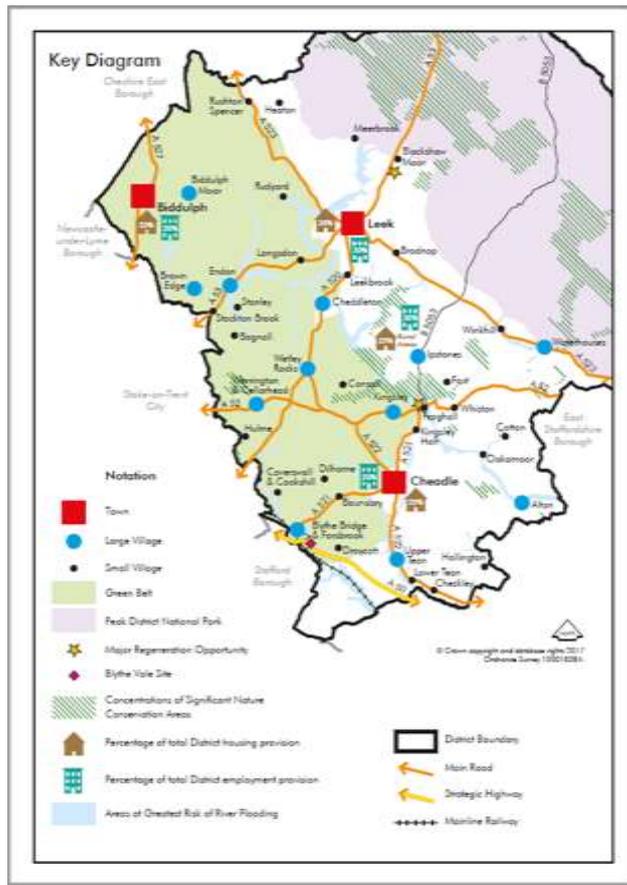
The Churnet Valley Masterplan was adopted in March 2014. It aims to consolidate the area as a high quality landscape treasured by both residents and visitors. In terms of infrastructure, the plan supports the use of the Churnet Valley rail line as a heritage and tourist attraction and the re-opening of the line to Stoke-on-Trent and Leek for passenger and freight use.

2.2.2 Local Plan Policy

The Staffordshire Moorlands Local Plan replaces the Staffordshire Moorlands Core Strategy, Biddulph Area Action Plan (AAP) and previous Local Plan to provide a framework for delivering development for the period 2016 to 2031. The Plan includes development boundaries in order to define the areas where appropriate development will be allowed.

The Local Plan key diagram is detailed below.

Figure 2: Staffordshire Moorlands Local Plan Key Diagram



The Local Plan recognises the importance of working in partnership with other organisations and groups to deliver Local Plan growth and the necessary infrastructure improvements. It identifies the need to strengthen the District's wider role by '*strengthening connections with service providers and ensure better accessibility by road and public transport to and from our towns, villages, visitor destinations and strategic infrastructure*' (page 26).

The Local Plan takes account of the IDP Baseline Report (paragraph 7.9) and states '*Given that the development requirements of the Local Plan are broadly consistent with those in the Core Strategy, it is proposed to carry forward the development approach*' (page 43). It should be noted that this Final IDP provides an updated position to the 2016 Baseline IDP and forms part of the evidence base accompanying the Local Plan Submission Version.

The Local Plan includes spatial area based policies and sustainable development policies which make reference to infrastructure and specific area based infrastructure needs as identified in the IDP.

The Local Plan recognises that Developer Contributions will have a significant role to play in infrastructure delivery. Policy SS12 sets out the approach for Planning Obligations and a Community Infrastructure Levy and makes reference to a Developer Contributions SPD. The policy seeks '*on-site and off-site infrastructure, facilities, and / or mitigation necessary to make development*

acceptable in planning terms'. The policy sign posts to this IDP to provide further clarification on infrastructure needs and sources of funding.

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 IDP 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.

Stoke on Trent and Newcastle-under-Lyme are currently preparing a Joint Local Plan with consultation on Preferred Options taking place in early 2018.

Stafford Local Plan

Stafford Local Plan was adopted in June 2014 with the Plan for Stafford Borough Part 2 adopted in January 2017. The Local Plan 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.

Stafford Borough Council commenced a review of their Local Plan in July 2017.

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.

Cheshire East Local Plan

Cheshire East Local Plan was adopted in 2017. Congleton, the nearest service centre to Staffordshire Moorlands, is allocated for 24 hectares of employment land and 4,150 new dwellings by 2030 in the Local Plan, although a proportion 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. Although the Core Strategy does not include housing requirements, the National Park Authority has agreed to an allowance of 100 dwellings within their administrative boundary. This is due to the fact that part of the National Park lies within areas identified for housing requirements in Staffordshire Moorlands.

3 Methodology

3.1 Scope of the Infrastructure Delivery Plan

This IDP builds on the themes within the Staffordshire Moorlands Infrastructure Plan (2012). 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. As set out in Chapter 1, the IDP was prepared over two phases with a Baseline IDP completed in July 2016 and this Final IDP completed in January 2018.

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 Local Plan (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 and distribution of growth proposed within Staffordshire Moorlands Local Plan. Gaps in provision have been analysed by the spatial geographies within the Local Plan.

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 |
|--|--|
| <p>District Level Infrastructure which is considered to be a priority at a District Level and have District-level benefits.</p> | <p>Essential Infrastructure Infrastructure which is necessary to make development acceptable in planning terms.</p> |
| <p>County Level Infrastructure which is considered to be a priority at a County Level, and have County-level benefits</p> | <p>Desirable Infrastructure Infrastructure which improves the existing levels of capacity and generally which delivers place-making benefits.</p> |

3.3 Development Quantity Assumptions

The IDP considers the infrastructure needed to support the level of growth proposed for Staffordshire Moorlands to 2031, as identified within the Local Plan. It is important to note that this evidence base document has been produced in 2018 as part of the evidence base to accompany the Local Plan Submission Version.

To allow for meaningful discussion with key Infrastructure Stakeholders the 2016 Baseline IDP used planned levels of growth in the adopted Core Strategy. The Final IDP (2018) forms an update to the Baseline IDP and uses the level and distribution of growth set out in the SMDC Local Plan Submission Version. The Local Plan seeks to plan for an additional 6,080 homes⁶ during the period 2012 to 2031, and 27 hectares of employment up to the year 2031. Table 4 sets out the housing need requirements and associated distribution, whilst Table 5 sets out the employment requirements and distribution within the Local Plan – Submission Version.

Table 4: Housing Requirements within the Local Plan

| Area | % Distribution | Total Requirement (excluding National Park allowance) | Completions | Commitments | 2017 Remaining Plan Requirement |
|-------------|----------------|---|-------------|-------------|---------------------------------|
| Leek | 30% | 1,794 | 241 | 538 | 1015 |
| Biddulph | 20% | 1,196 | 205 | 106 | 885 |
| Cheadle | 25% | 1,495 | 85 | 244 | 1166 |
| Rural Areas | 25% | 1,495 | 148 | 554 | 793 |
| Total | 100% | 5980 | 679 | 1442 | 3859 |

Table 5: Employment Requirements within the Local Plan

| Area | % Distribution | Employment Land Requirement (ha) |
|-------------|----------------|----------------------------------|
| Leek | 30% | 8.1 |
| Biddulph | 20% | 5.4 |
| Cheadle | 20% | 5.4 |
| Rural Areas | 30% | 8.1 |
| Total | 100% | 27 |

⁶ Inclusive of the National Park allowance of 100 dwellings.

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);
- Cheadle Town Centre Transport Study Report (2015);
- Churnet Valley Accessibility and Connectivity Study (2011);
- North Staffordshire Connectivity Report (2010);
- Local Plan Consultation (2017); and
- Cheadle Town Centre Transport Study Report (Phase 2) (2017).

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 a 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 Foxfield Light Railway and 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 3: Leek Bus Services

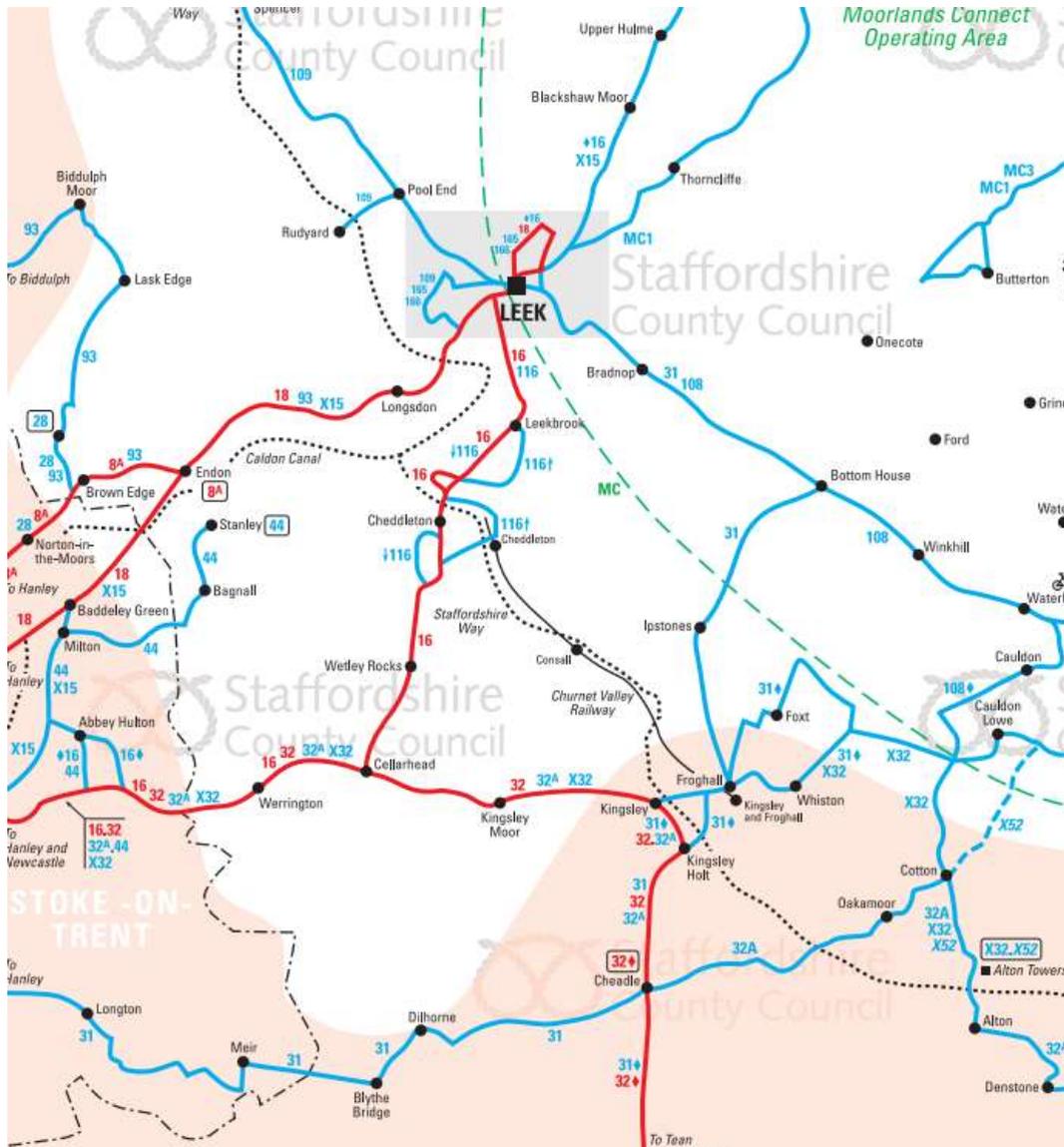


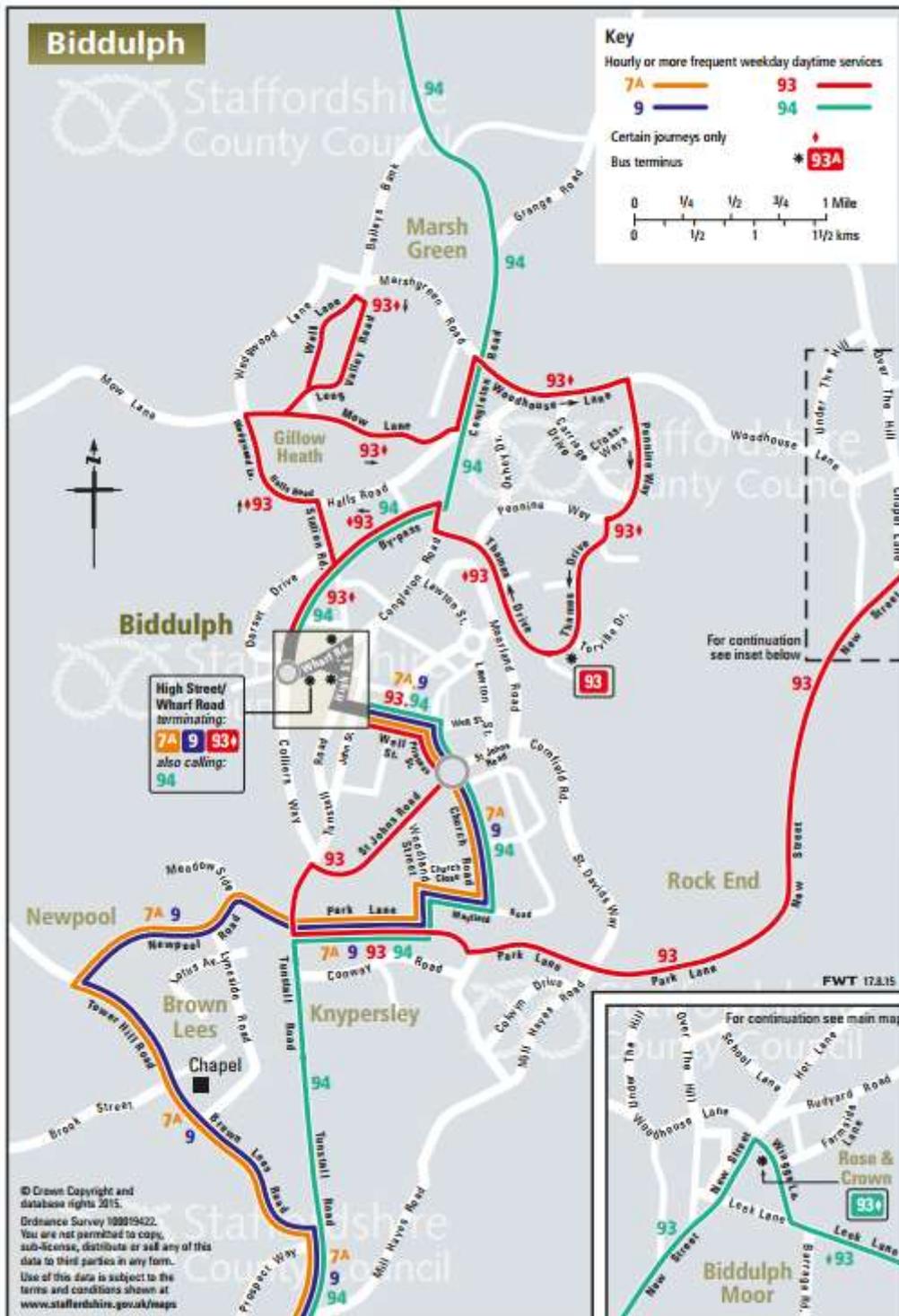
Table 6: Leek Selected Frequencies

| Service | Leek to... | Weekday Daytime Frequency (per hour unless stated) |
|---------|-------------------------|--|
| 16 | Hanley (via Cheddleton) | 2 |
| 16 | Buxton | 4 per day |
| 18 | Hanley (via Endon) | 3 |
| 30 | Cheadle | 7 per day |
| 93 | Biddulph | 1 every 2 hours |
| 108 | Ashbourne | 6 per day |
| 109 | Macclesfield | 6 per day |
| 116 | Cheddleton | 3 per day |

| Service | Leek to... | Weekday Daytime Frequency (per hour unless stated) |
|----------------|-------------------------|---|
| 165 | Westwood (via Haregate) | 4 per day |
| 166 | Haregate (via Westwood) | 5 per day |
| MC1 | Longnor | 2 per day |

Biddulph

Figure 4: Biddulph Bus Services



4.2.4 Walking and Cycle

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 small designated sections of the National Cycle Network (NCN) within it, including Route 55 which runs through Biddulph, Route 559 through Leek and Route 550 through Cheddleton and Endon.

Acceptable distances for commuting are generally considered to be 2km for walking and 5km for cycling although it is important to take account of 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 9: 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 with the level of congestion between the A520 and A53 considered to be typical for a market town of this size where many key junctions are constrained by buildings. 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, subject to the planned expansion of the college campus.

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 in line with the Local Plan Site Allocations.

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 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. The Biddulph Valley Way is a 4.5 mile surfaced national cycle route which is located to the west of Biddulph and provides a circular route to Congleton to the north.

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 capacity issues, particularly at peak times, with the Chapel Street / Tape Street junction recognised as a congestion hotspot. As well as the traditional peak periods, traffic levels in Cheadle are seasonal with high levels of traffic accessing Alton Towers passing through the town. Congestion is also exacerbated by the close proximity to the A50 (T) and there is an 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.

The 2015 Cheadle Town Centre Transport Study showed that the road network in the town centre was constrained during PM peak times, with numerous links already near or at capacity without added development flows.

There is reasonable public transport provision but some key gaps in connectivity. Service 32 provide 2 buses per hour to Hanley. Access to other locations is provided on a much more infrequent basis, with D&G having withdrawn the 31 service and the Bennetts 123 which services residential areas having been reduced due to low passenger numbers. There are no bus services to Blythe Bridge for access to the rail station.

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. This includes work on the A50 to Alton Growth Corridor improvements which were recently completed, utilising £1,894 million of funding from government pinch point funding and £812 million of funding from local contribution. 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 there are now no direct bus connections. 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 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. The NCN55 runs through the heart of Biddulph providing a good off-road cycle route from Stoke. In addition, the national Pedal Peak scheme provided 5.5km of towpath improvements along the Caldon Canal between A53 Stockton Brook and Hazelhurst Locks near Denford. An additional £1.5m additional grant was awarded to allow the remaining 6.6km of towpath through Cheddleton and Leek to be completed. However, there is a 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 Proposed Schemes

The following section details essential and desirable transport infrastructure schemes identified through transport strategies; transport studies; and supplemented by discussions with the Staffordshire County Council transport team. It is acknowledged that some of these schemes are aspirational and require further analysis before being finalised. As a result, it is likely aspirational schemes will be delivered towards the latter stages of the Local Plan.

4.4.1 Leek

- The **Cornhill Link Road** is an aspirational 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. Whilst the link road would relieve some pressure on the A53 / Junction Road junction and the town centre, it is not considered by Staffordshire County Council to be of strategic value as a through-route and does not feature in current investment plans.

Provision of access roads into the Cornhill East site gives the flexibility and added benefit of potential conversion to a through route at a later date.

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 potential scheme to deliver an **improved public realm and pedestrian environment on Stockwell Street** would encourage a greater level of walking in the town centre, subject to the expansion of 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 believed 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

4.4.2 Biddulph

- **Improved bus links to Hanley (Routes 9/7A) and Congleton (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

- 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 congestion issue in Cheadle Town Centre. Evidence shows that there is localised queuing at key junctions on the one-way system. Mitigation measures identified in the Cheadle 2017 Transport Study include adding a southbound lane on the A522, between the car park junction and **Tape Street/ Well Street / Chapel Street** roundabout junction which would assist in improving the flow of the heavy southbound vehicle movement through the Town Centre. In addition, **conversion of the existing mini-roundabout at Chapel Street / Tape Street/ Well Street** into a priority T-junction would alleviate much of the queuing along major roads. This would be at the detriment to B5032 Ashbourne Road which would incur additional queuing, but overall this package of mitigation works stated above would benefit the overall network performance.

Source: Staffordshire Moorlands District Integrated Transport Strategy, 2013-2031 (with reference to Staffordshire Moorlands District Council's Cheadle Town Centre Masterplan); Cheadle Town Centre Transport Study and the Cheadle Town Centre Transport Study Phase 2.

- A strategy to **restrict 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. The loading and unloading of HGVs along the High Street should also be investigated.

Source: Staffordshire Moorlands District Integrated Transport Strategy, 2013-2031; Cheadle Town Centre Transport Study

- **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

- **Revising the town centre signing strategy** would be necessary in order to sign heavy vehicles through and around the town.

Source: Cheadle Town Centre Transport Study

- **Alton Towers Long Term Plan** (outlined below).
- 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 subject to the findings of a transport assessment. The Local Plan (policy DSC 3) recognises this aspiration and seeks to safeguard the route of a potential link road and requires the construction of development access roads along the safeguarded route of a sufficient design standard to facilitate a link road.

In the short term, in order to unlock these sites, access is more likely to take the form of new access roads from the A522 and A521 delivered through development of these sites. The access roads may eventually connect to form a new link road as per Local Plan proposals.

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

- The potential for various **on- carriageway cycle routes** have been highlighted and all existing residential area and new residential sites that come forwards are suggested to have **20 mph zones** implemented to encourage more walking and cycling

Source: Cheadle Town Centre Transport Study (Phase 2)

- Improved High Street vehicle flow suggested through creation of **parking bays** for loading and unloading and disabled parking. This would need to be enforced through **improved enforcement** of all restrictions and parking on St Edwards Street.

Source: Cheadle Town Centre Transport Study (Phase 2)

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 **Constellation Partnership** proposals for the Northern Gateway aim to deliver 120,000 new jobs and at least 100,000 new homes by 2040, maximising the financial benefits of the arrival of HS2 for the surrounding area. The regional HS2 station is likely to be sited at Crewe but through funding bids for improved road and rail links in the area should deliver strong economic growth for the area.

Source: Online (<http://constellationpartnership.co.uk/>)

4.5 Impact of Proposed Development

Several schemes identified in this section are considered to be essential 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 access roads at Cornhill East; the Victoria Business Park access road in Biddulph; access roads at Mobberley Farm in Cheadle; and station improvements including access and parking at Blythe Bridge.

Essential schemes have also been identified for Cheadle Town Centre in order to alleviate congestion. The 2017 Cheadle Town Centre Transport Study Report (Phase 2) identifies the anticipated impact on highways capacity as a result of proposed future development set out in the Local Plan. During AM and PM peak times, post development modelling showed significant queuing along A522 Leek Road (SB), B5417 Queens Street, A522 Tape Street (NB) and B5032 Ashbourne Broad. The study found there is limited scope to change junction characteristics to improve network capacity within the Town Centre due to its historically confined road structure. Mitigation measures to provide additional capacity to the overall network are proposed by the report (see section 4.4.3).

In addition, a potential impact has been identified in relation to the proposals around Blythe Bridge A50 / A521 junction. The Highways England consultation response to the Local Plan (2017) recommended a more detailed traffic assessment of this area to understand any impact of development proposals on the junction. Highways England also committed to further work with the developers and SMDC to understand traffic impacts and mitigation measures.

In the longer term, improved links into the Constellation Partnership 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.

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 the compact nature of these settlements means there is an opportunity to encourage mode shift towards walking and cycling as a means of linking new development to services and employment opportunities. It is acknowledged in some cases 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, however many of the proposed 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.

4.6 Delivery and Responsibilities

Delivery of many of the shared aspirations brought about by the schemes listed above will be funded through Section 106 and Section 278 agreements, which will be ‘topped up’ by the Staffordshire County Council’s Integrated Transport Pot. However, this funding pot is limited, estimated at approximately £3m for the whole of the county. 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.

In their Local Plan consultation response (2017) Staffordshire County Council emphasised that schemes will be prioritised for delivery where they are feasible, subject to available finances, reflect transport evidence and align with sustainable transport measures.

4.7 Summary of Transport Infrastructure

The table below includes a range of deliverable schemes identified as a priority by both SMDC and SCC; and aspirational schemes identified as desirable by SMDC. It is recognised that further transport analysis is required before aspirational schemes may be considered for funding and delivery.

Table 10: Transport Infrastructure Summary

| 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 | Cornhill East access road | Essential | SCC, SMDC | Private developer directly delivered / funded / S106 | Unknown | Medium term up to 2020 | Funding through investment – 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 | Cheadle | District | Mobberley Farm Access Road | Essential | SCC, SMDC | Private developer directly delivered / funded / S106 | Unknown | Long term aspiration | Funding linked to delivery of development – uncommitted |
| T4 | Cheadle | County | Connectivity to Blythe Bridge and enhanced interchange | Desirable | SCC, SMDC | Operator revenue funded/ S106- | Unknown | Long term aspiration | Funding linked to delivery of development – uncommitted |

| Ref | Location | District or County | Scheme | Essential/Desirable | Lead Delivery Agency | Delivery Mechanism (likely where not known) | Cost | Delivery Phasing | Gaps in Funding |
|-----|-------------------|--------------------|---|---|----------------------------------|--|---------|-----------------------------|--|
| T5 | 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 |
| T6 | Blythe Bridge | District | Additional parking at Blythe Bridge station | Desirable | SCC, SMDC | Public (SCC) / Private (TOC) partnership | Unknown | Long term up to 2031 | Funding through investment – uncommitted |
| T7 | Blythe Bridge | District | Detailed traffic assessment of A50 / A521 junction in relation to development proposals | Essential | SMDC / SCC / Highways England | Local authority / S106 | Unknown | Short to medium term | Funding linked to delivery of development – uncommitted. |
| T8 | Leek | County | Cornhill Link Road | Desirable (development access road essential) | SCC, SMDC | Private developer directly delivered / funded / S106 | Unknown | 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 – and S106 | 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 | SMDC/ Railway agency | Sale of development land – private delivery | Unknown | Long term aspiration | Funding through investment – uncommitted |
| T15 | Leek | District | Further upgrade of | Desirable | SCC, SMDC, Canal and River Trust | LSTF or equivalent | Unknown | Long term aspiration | Funding through |

| Ref | Location | District or County | Scheme | Essential/Desirable | Lead Delivery Agency | Delivery Mechanism (likely where not known) | Cost | Delivery Phasing | Gaps in Funding |
|-----|-------------------|--------------------|--|---------------------|-----------------------|--|-------------------|-----------------------------|---|
| | | | canal towpath | | | | | | 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/S106 | Unknown | Long term up to 2031 | Funding through investment – uncommitted |
| T18 | Biddulph | District | Town centre cycle parking facilities | Desirable | SCC, SMDC | LSTF or equivalent/S106 | Unknown | Long term up to 2031 | Funding through investment – uncommitted |
| T19 | Cheadle | District | Mitigation measures to address congestion around Chapel Street / Tape Street | Essential | SCC, SMDC | Local Authority funded and delivered/ S106 | Unknown | Medium term | Funding through investment – uncommitted |
| T20 | Cheadle | District | Heavy vehicle strategy for improved signage | Desirable | SCC, SMDC | Local Authority delivered – possible user fee revenue/ S106 | Unknown | Long term up to 2031 | Funding through investment – uncommitted |
| T21 | Cheadle | District | Improved pedestrian routes | Desirable | SCC, SMDC | LSTF or equivalent/ S106 | Unknown | Medium term | Funding through investment – uncommitted |
| T22 | Cheadle | County | On-carriageway cycle routes | Desirable | SCC, SMDC | Local Authority/ S106 | Unknown | Medium term | Funding through investment- uncommitted |
| T23 | Cheadle | County | Parking bays and enforcement on high street | Desirable | SCC, SMDC | Local Authority/ S106 | Unknown | Medium term | Funding through investment- uncommitted |
| T24 | Cheadle | County | Mobberley Farm link road (dependent on access road being delivered) | Desirable | SCC, SMDC | Private developer directly delivered / funded / S106 | Unknown | Long term aspiration | Gap |
| T25 | 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 |
| T26 | District wide | County | HS2 released capacity | Desirable | Network Rail, HS2 Ltd | Central government hybrid bill | Approx. £40bn | Long term - 2033 | Funding committed nationally |
| T27 | Churnet Valley | District | Measures in Churnet | Desirable | SCC, SMDC | Various including | Unknown / Various | Long term up to 2031 | Funding through |

| Ref | Location | District or County | Scheme | Essential/ Desirable | Lead Delivery Agency | Delivery Mechanism (likely where not known) | Cost | Delivery Phasing | Gaps in Funding |
|------|---------------|--------------------|---|----------------------|---|---|---------|------------------------|--|
| | | | Valley Masterplan | | | Local Authority and private developer delivered | | | investment and development – uncommitted |
| T 28 | District Wide | District | Measures in Green Infrastructure Strategy | Desirable | SCC / SMDC / Staffordshire Wildlife Trust / Churnet Valley Living Landscape Partnership | S106 / CIL / Local Authority | Unknown | Across the plan period | 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 2017);
- 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 system which operates in Biddulph and Leek, and a Primary and Secondary School System which operates within the majority of the Cheadle Area. Schools within the Moorlands Rural Area operate both a two tier system and three tier system.

Currently, there are 54 schools within Staffordshire Moorlands: 42 primary and first schools, 4 middle schools and 8 secondary or high schools. Moorlands Sixth Form College used to be located within Cheadle but this closed in summer 2017 due to financial pressures and sixth form provision is now met through secondary and high schools in the District such as Painsley Catholic College and the Cheadle Academy. 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 6: Map of Primary School Catchments

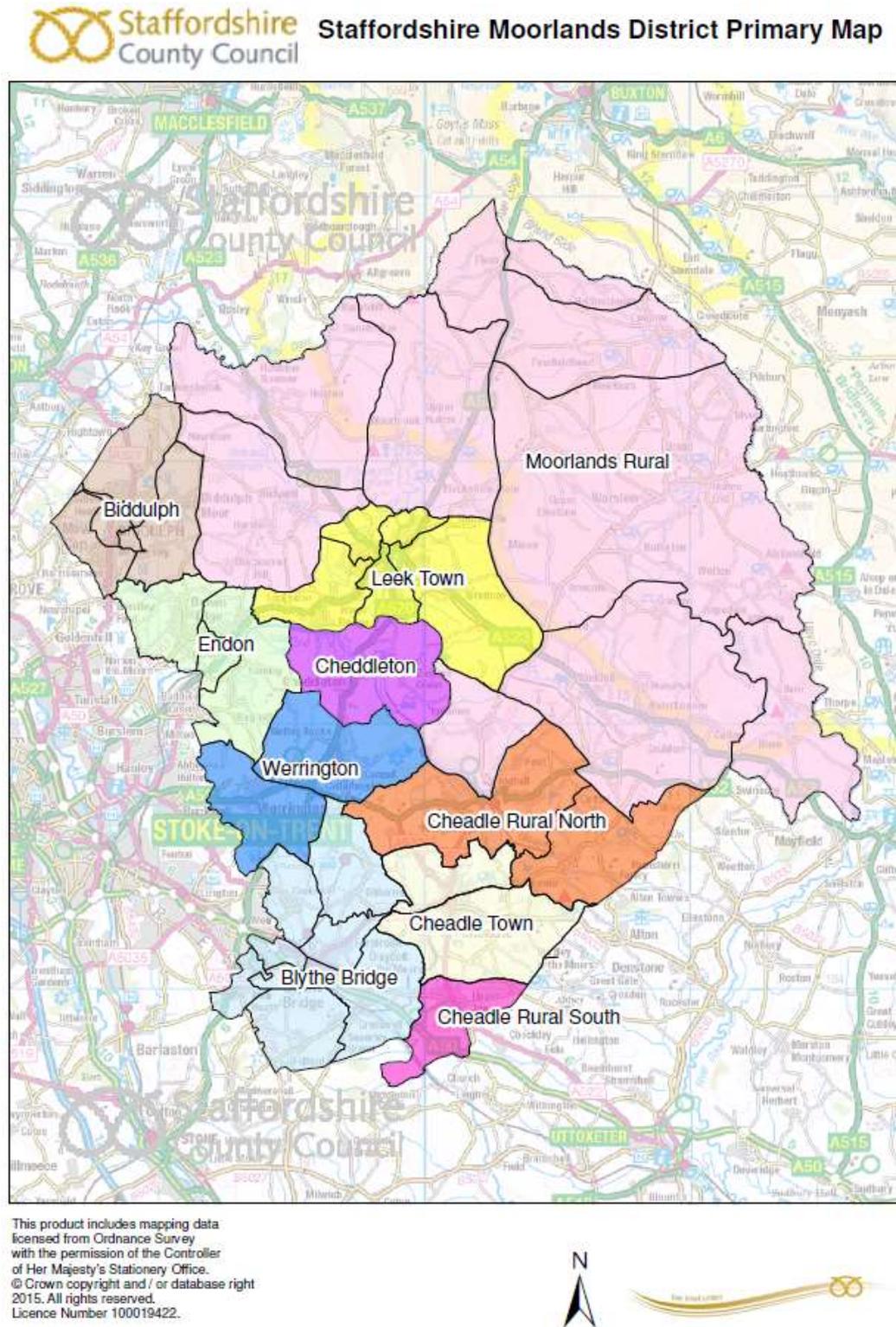


Figure 7: Map of Middle School Catchments

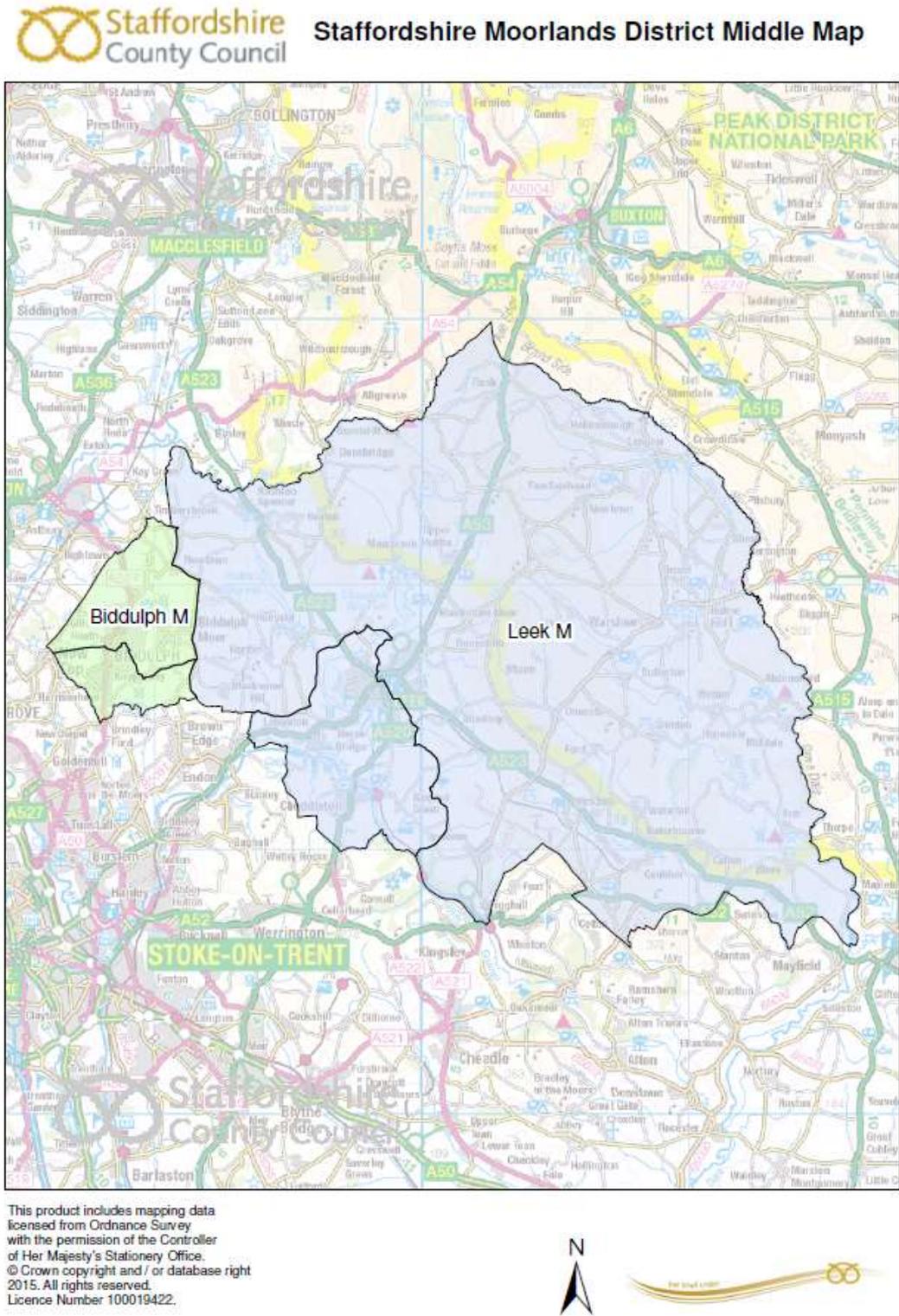
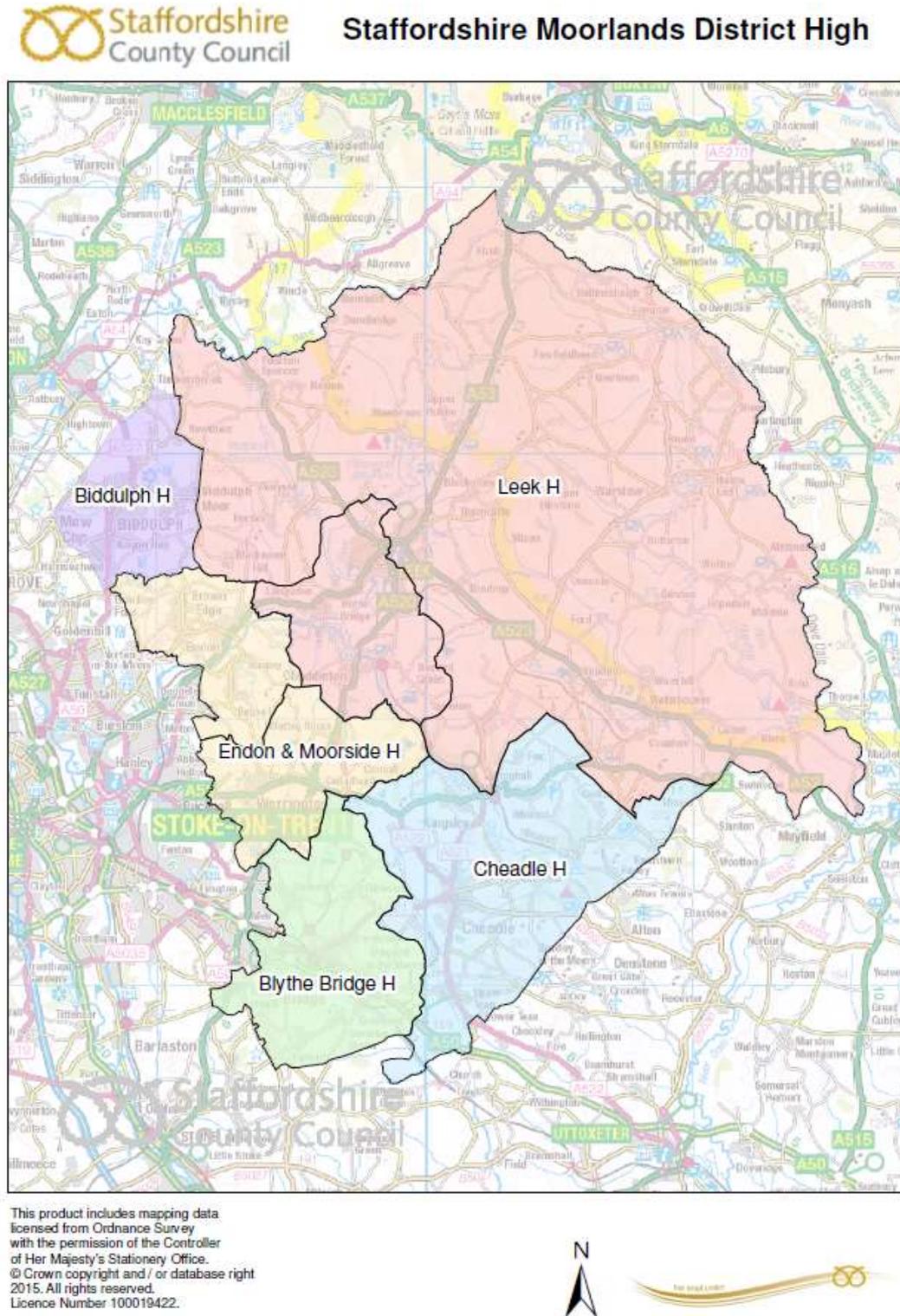


Figure 8: Map of High School Catchments



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 11 below displays the number and distribution of Local Authority, Academy, Faith and Free Schools within Staffordshire Moorlands.

Table 11: 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 | Academy |
| 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 | Academy |
| | Leek | St Edwards CofE Academy | 192 | Academy |

| Catchment Planning Area | Settlement | School Name | 2015/2016 PAN Form Entry Numbers | School Type |
|--|-----------------------------|---------------------------------------|----------------------------------|---------------|
| Leek High School | Leek | Westwood College | 200 | Academy |
| | Leek | Leek High Specialist College | 175 | Academy |
| Cheadle Rural South Primary School Place | Tean | St Thomas' Catholic Primary School | 30 | Academy |
| | Tean | Great Wood Primary School | 15 | Academy |
| 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 | Academy |
| | 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 | Academy |
| | 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 location of the Staffordshire Moorlands, the western part of the District is influenced by movements of pupils into and out of Stoke on Trent, whilst the rural eastern part of the District experiences small form entry class size and a greater levels of available school places compared to numbers of pupils. This 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 sensitivity 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 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 catchments have more numbers on roll than the published admissions number and are at capacity.
 - **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 eight schools in Staffordshire Moorlands received Central Government Condition Improvement Funding in 2017/2018⁷. This supported funding for maintenance and repairs.

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

⁷ <https://www.gov.uk/government/publications/condition-improvement-fund-2017-to-2018-outcome>

development is impacted by the statutory provisions required from the County Council, cross-boundary movements and changes in population.

Provisions are relatively steady and the need for new provision is linked to planned housing development set out in the Local Plan. There are school capacity constraints in all of the four main towns linked to Local Plan housing proposals.

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, are funded by the Government but are not run by Staffordshire Moorlands District Council. 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, 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 a new school needs to be established, they must prefer proposals for the establishment of an Academy or Free School first. The statutory responsibility to ensure there are enough local school places remains with the Local Authority.

Requirements for new educational places are 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 100 houses per year group, and 1.5 pupils per year group for early years and sixth form (see Table 12 below). However, this pupil generation figure does vary across the County, and is therefore dependent upon local circumstances.

Table 12: 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 local authority 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, it is expected that demand will be met by local catchments rather than the wider area. Figures are provided that demonstrate which schools pupils within a certain catchment area attend.

Table 13: Pupils at school in the area they live and vice versa (October 2016)

| 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% | 93% |
| | High | 88% | 96% |

| | | | |
|---------|---------|-----|-----|
| Leek | First | 91% | 92% |
| | Middle | 98% | 86% |
| | High | 97% | 87% |
| Cheadle | Primary | 88% | 80% |
| | High | 57% | 87% |

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.

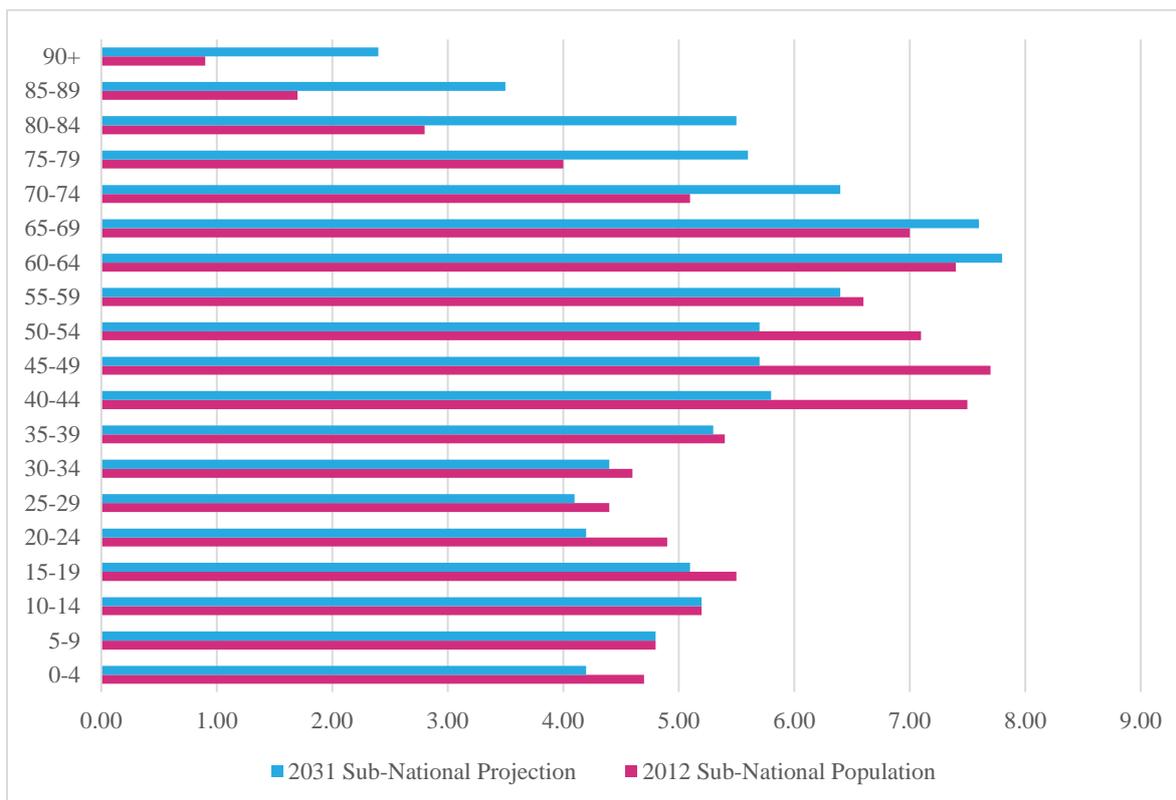
The figures for Cheadle are significantly lower. Only 88% of the pupils that are at primary schools in the area live there, and an even lower figure of 57% of pupils in high schools in Cheadle live in Cheadle. 81% of the pupils that live in Cheadle are at a primary school there and 88% of the pupils 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 is 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 9: 2012-based Sub-National Population Projections for Plan Period Years



5.5.4 Identified Future Provision based on the Local Plan Distribution

Based on the County Council response to the Staffordshire Moorlands Local Plan, the following infrastructure provision has been identified based on the issues and opportunities that currently present themselves for education within the District.

Table 14: Requirements based on Staffordshire County Council’s response to Staffordshire Moorlands Site Allocations.

| 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 identification of additional land. | Site allocations are predominantly located in the east. Therefore, Churnet View Middle School is likely to provide the most sustainable development option. Land would need to be identified for the school’s expansion. |

| Main Town | Requirements | Locational Considerations |
|-----------|---|--|
| Biddulph | Expansion of Existing First School | There are a number of school sites where delivery of additional educational provision could encourage sustainable and active 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. Biddulph is not looking to propose a new school, but rather expand its existing schools. |
| | Requirement for at least one cohort of single form entry places for middle and high school | To be accommodated through the expansion of existing schools. |
| Cheadle | New Primary School provision (in the form of a new school and the identification of a site and/or expansion of existing schools). | The location of Local Plan housing allocations has been considered in Cheadle to identify a school site suitable for development. The location of a school within the north east of the area has been considered to avoid the impacts of congestion in the centre. |

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.

5.5.5 Identified Future Provision based on discussion with SCC

Following discussions with the Education Officers at Staffordshire County Council, additional infrastructure provision has been identified based on projected pupil numbers.

- **Blythe Bridge:** Additional primary and high school places will be required.
- **Cheadle Rural South:** Additional primary school places may be required.
- **Endon and Moorside:** Additional high school places may be required at the remaining high schools in the District and will be monitored.
- **Rural:** Outside of the three main towns additional first/primary school places are likely to be required and will be monitored.

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 be funded through S106 and developer contributions. The new school places will likely be required prior to the build out of development and therefore funding would be front loaded by borrowing finances which would be recouped from developers once contributions are received.

5.7 Summary of Education Infrastructure

Table 15: Education Infrastructure Summary

| 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 | Primary School provision expansion | 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 through expansion of existing schools. | 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 | Blythe Bridge | County | Requirement for additional primary and high school places | Essential | SCC, SMDC | LEA / S106 / CIL | Unknown | Linked to rate and distribution of delivery | Funding through investment plan / development – uncommitted |
| E7 | Cheadle Rural South | County | Requirement for additional primary school places | Essential | SCC, SMDC | LEA / S106 / CIL | Unknown | Linked to rate and distribution of delivery | Funding through investment plan |

| | | | | | | | | | |
|----|--------------------|--------|--|-----------|-----------|------------------|---------|---|---|
| | | | may be required | | | | | | / development – uncommitted |
| E8 | Endon and Moorside | County | Additional high school places may be required | Essential | SCC, SMDC | LEA / S106 / CIL | Unknown | Linked to rate and distribution of delivery | Funding through investment plan / development – uncommitted |
| E9 | Rural | County | Additional first/primary school places are likely to be required | 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. The following sources of information have been used to populate this chapter:

- **Electricity:** Western Power Distribution, Long Term Development Statement (LTDS) November 2017.
- **Gas:** National Grid Gas Distribution, Long Term Development Plan (LTDP) 2015, National Grid Gas Ten Year Statement (GTYS) 2017.
- **Water:** Severn Trent Site Options Consultation comments; Final determination of Severn Trent Water's in-period outcome delivery incentives for 2015-16; Staffordshire Moorlands Site Preferred Options comments 2017; and Staffordshire Moorlands Water Cycle Study 2017 (Severn Trent).

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. In their Gas Ten Year Statement (2017) National Grid has highlighted potential future operability challenges at a national level, stating that from 2025, within-day supply patterns volatility at important terminals could result in contracted pressured not being met. As such, innovative solutions are required to meet future needs. National Grid has completed the sale of the majority stake of its gas distribution network to a consortium of international investors called Quad Gas Group. The deal was finalised in December 2016⁸. 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 2017 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 16. It is noted that the Leek 33/11kV substation is currently over capacity and that Froghall, Kingsley Holt and Cheddleton substations are approaching capacity.

⁸ <http://investors.nationalgrid.com/~media/Files/N/National-Grid-IR/presentations/2016/Sale%20of%20majority%20interest%20in%20NG%20Gas%20Distribution%20-%20Final.pdf>

Table 16: Summary of Electricity Substations

| Group | Bulk Supply Point | Primary Substation and Transformer Name | Nominal Voltage Level (kV) | Forecast Load Information (MVA) | | | | | Firm Capacity of Substation (MVA) | Transformer Capacity (MVA) | 2021/22 Available Capacity (MVA) | |
|----------------|--------------------|---|----------------------------|---------------------------------|----------------|----------------|----------------|----------------|-----------------------------------|----------------------------|----------------------------------|---------|
| | | | | Year 1 2016/17 | Year 2 2017/18 | Year 3 2018/19 | Year 4 2019/20 | Year 5 2021/22 | | | | |
| Celahead 132kV | Fordbrook 132/33 | Cauldon 33 11 (T1) | 11 | 2.9607 | 2.8817 | 2.7860 | 2.6735 | 2.5841 | 9.75 | 4.875 | 2.2909 | 5.9857 |
| Celahead 132kV | Fordbrook 132/33 | Cauldon 33 11 (T2) | 11 | 1.3521 | 1.3069 | 1.2632 | 1.2210 | 1.1802 | 9.75 | 4.875 | 3.6948 | |
| Celahead 132kV | Fordbrook 132/33 | Cheadle 33 11 (T2) | 11 | 5.9667 | 5.8876 | 5.8090 | 5.7318 | 5.6557 | 24 | 12 | 8.3443 | 6.3443 |
| Celahead 132kV | Fordbrook 132/33 | Froghall 33 11 | 11 | 1.7775 | 1.7420 | 1.7071 | 1.6730 | 1.6395 | 5 | 2.5 | 0.9005 | 0.9005 |
| Celahead 132kV | Fordbrook 132/33 | Kingsley Hill 33 11 (T1) | 11 | 3.0884 | 3.0585 | 3.0286 | 3.0003 | 3.5701 | 15 | 3.75 | 0.1799 | 1.8146 |
| Celahead 132kV | Fordbrook 132/33 | Kingsley Hill 33 11 (T2) | 11 | 2.1852 | 2.1674 | 2.1496 | 2.1324 | 2.1150 | 15 | 3.75 | 1.6350 | |
| Celahead 132kV | Meaford 'C' 132/33 | Cheadle 33 11 (T1) | 11 | 4.4373 | 4.3784 | 4.3200 | 4.2626 | 4.2059 | 24 | 12 | 7.7941 | 7.7941 |
| Celahead 132kV | Meaford 'C' 132/33 | Tean 33 11 (T1) | 11 | 2.9355 | 2.8969 | 2.8631 | 2.8300 | 2.7973 | 23 | 12 | 9.2027 | 16.4042 |
| Celahead 132kV | Meaford 'C' 132/33 | Tean 33 11 (T2) | 11 | 2.9317 | 2.8978 | 2.8643 | 2.8312 | 2.7985 | 23 | 12 | 9.2015 | |
| Celahead 132kV | Whitfield 132/33 | Cheadleton 33 11 (T1) | 11 | 5.2837 | 5.2687 | 5.2536 | 5.2389 | 5.2241 | 15 | 4.875 | 0.3491 | 2.4572 |
| Celahead 132kV | Whitfield 132/33 | Cheadleton 33 11 (T2) | 11 | 2.0845 | 2.0884 | 2.0925 | 2.0766 | 2.0707 | 15 | 4.875 | 2.8043 | |
| Celahead 132kV | Whitfield 132/33 | Endon 33 11 (T1) | 11 | 2.4175 | 2.3860 | 2.3786 | 2.3594 | 2.3404 | 23 | 11.5 | 9.1596 | 14.7037 |
| Celahead 132kV | Whitfield 132/33 | Endon 33 11 (T2) | 11 | 6.1523 | 6.1026 | 6.0533 | 6.0044 | 5.9559 | 23 | 11.5 | 5.4441 | |
| Celahead 132kV | Whitfield 132/33 | Kingsley 33 11 (T1) | 11 | 6.9591 | 6.7984 | 6.6222 | 6.4598 | 6.3016 | 23 | 9.75 | 3.4484 | 9.5074 |
| Celahead 132kV | Whitfield 132/33 | Kingsley 33 11 (T2) | 11 | 4.0060 | 3.9116 | 3.8158 | 3.7222 | 3.6310 | 23 | 9.75 | 6.1390 | |
| Celahead 132kV | Whitfield 132/33 | Leek 33 11 (T1) | 11 | 10.2671 | 10.1893 | 10.1710 | 10.1531 | 10.1353 | 20 | 10 | 0.1353 | 0.8910 |
| Celahead 132kV | Whitfield 132/33 | Leek 33 11 (T2) | 11 | 10.4019 | 10.3837 | 10.3650 | 10.3469 | 10.3287 | 20 | 10 | 0.3287 | |

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 specific to the Staffordshire Moorlands region.

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. Severn Trent Water stated that for the 2015-2016 period overall operating conditions were considered to be benign and were within the range of conditions expected within their performance commitments.

In relation to Staffordshire Moorlands, Severn Trent highlighted that waste water is supplied on a pressured system and there are no anticipated issues with supply. Sewerage infrastructure assets are monitored (see Severn Trent Water Cycle Study updated 2017) and potential supply issues are highlighted before future development takes place.

6.4 Planned Schemes

6.4.1 Electricity

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 17.

Table 17: Work currently planned on electricity network in Staffordshire Moorlands

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

6.4.2 Gas

There are no planning schemes identified in the National Grid Gas Ten Year Statement (GTYS) 2017 up to 2027.

6.4.3 Water

Discussions with Severn Trent Water highlighted that plans are being progressed for a growth scheme at the existing sewage treatments works at Frogall to increase capacity.

6.5 Impact of Proposed Development

6.5.1 Electricity

Discussions with Western Power Distribution identified that they would target work to the network where the load is likely to be higher than existing provision on the primary network. Western Power Distribution do not plan for infrastructure developments in line with proposed developments on the low voltage networks. This must be requested by the developer and will be installed once development is coming forwards as stated by the developer. As such, Western Power Distribution will delivery for gaps in provision once development comes forwards.

6.5.2 Gas

The propose development outline in the local plan would not likely have a significant effect upon National Grid's infrastructure requirement given the national scale of planning for gas provision. It is unlikely that any extra growth will create capacity issues for National Grid give that scale of the gas transmission network. The existing network should therefore be able to cope with this additional demand.

6.5.3 Water

Severn Trent are obliged to deliver for any gaps in provision of water supplies and sewerage treatment capacity for future development. They monitor the progress of allocated or proposed development sites but they would only progress planned works once they are certain of development coming forwards.

Severn Trent Water stated that proposed developments highlighted as having a medium or above potential impact in the Water Cycle Study (2017) need to be further monitored to ensure provisions are made if developments come forwards. Those allocated schemes currently highlighted as having a medium potential impact on sewerage systems are:

- **Leek:** Land at Mount Road allocated for 317 houses which might have potential impact subject to hydraulic modelling, Land at Cheddleton Road, Leek allocated for 179 houses which might result in capacity issues.
- **Cheadle:** Cheadle North Strategic Development Area allocated for 320 houses might have an impact subject to hydraulic modelling, Cecilly Brook Strategic Development Area allocated for 106 might have an impact subject to hydraulic modelling, Land to the rear of Froghall Road Cheadle allocated for 45 house which might have an impact subject to hydraulic modelling, Mobberley Strategic Development Area allocated for 430 houses might have an impact subject to hydraulic modelling.
- **Larger Villages:** Blythe Vale, Blythe Bridge allocated for 300 houses might have an impact subject to hydraulic modelling, Land at the corner of Brookfield Avenue/ Stoney Lane, Endon which might have an impact subject to hydraulic modelling.

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, surface water flooding 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.

6.7 Summary of Utilities Infrastructure

Table 18: Utilities Infrastructure Summary

| Ref | Location | District or County | Scheme | Essential or Desirable | Lead Delivery Agency | Delivery Mechanism | Cost | Delivery Phasing | Gaps in Funding |
|-----|------------------|--------------------|---|------------------------|----------------------------|------------------------------------|---------|-----------------------------|-----------------|
| U1 | Endon-Cheddleton | County | Rebuild 33kV circuit between Endon and Cheddleton | Desirable | Western Power Distribution | WPD capital investment plan | Unknown | Due to be delivered in 2018 | No gap |
| U2 | Froghall | County | Sewage Treatment Works growth scheme | Essential | Severn Trent Water | Severn Trent Water Capital Finance | Unknown | Unknown | 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 (2017) Broadband Roll Out in Staffordshire¹⁰;
- Quality and Speed Information provided by thinkbroadband.com;
- HM Treasury (2015) The Digital Communications Infrastructure Strategy;
- Staffordshire County Council (July 2017) 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.

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 88.06%, which is below the national average of 95.2%. Think Broadband

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

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

highlights that the total coverage of Superfast Broadband within the District is 87.04%, and therefore approximately 13% of coverage in the District is not yet supported by superfast coverage.

Table 19: Superfast and Fibre Coverage within Staffordshire Moorlands (January 2018)

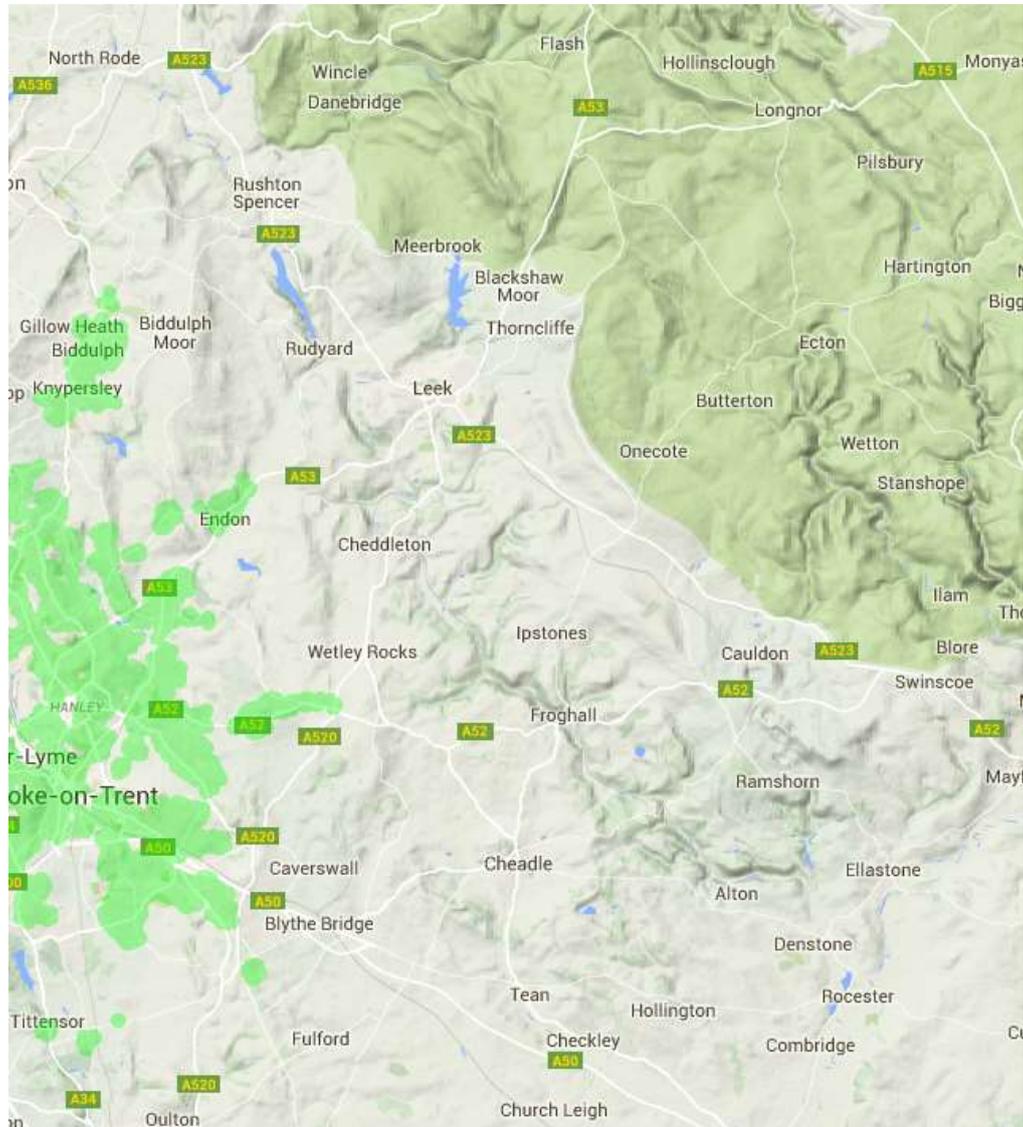
| | Staffordshire Moorlands Superfast and Fibre Coverage | England Superfast Provision |
|------------------------------------|---|------------------------------------|
| UK standard: Superfast (+24 Mbps) | 88.06% | 95.2% |
| EU standards: Superfast (+30 Mbps) | 87.04% | 94.9% |
| Openreach (+30 Mbps) | 86.20% | |
| Ultrafast (+100 Mbps) | 25.55% | |
| Below 2 Mbps (USC) | 1.73% | |
| Below 10 Mbps (USO) | 6.19% | |
| Below 15 Mbps | 8.68% | |
| Virgin Media Cable | 24.41% | |

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, Brown Edge, Endon and Werrington 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. However, the progress of “Project Lightning” has to date fallen significantly short of the anticipated outcomes, with less than half of the 800,000 target being hit in 2017¹¹. In addition, discussions with the District Superfast Staffordshire officers suggest that Virgin Media are likely to only invest in areas which are commercially viable. As such, it is unlikely that “Project Lightning” would provide significant coverage for areas that are currently not serviced.

¹¹https://www.theregister.co.uk/2017/11/02/virgin_to_fall_short_of_project_lightning_target_this_year/

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.

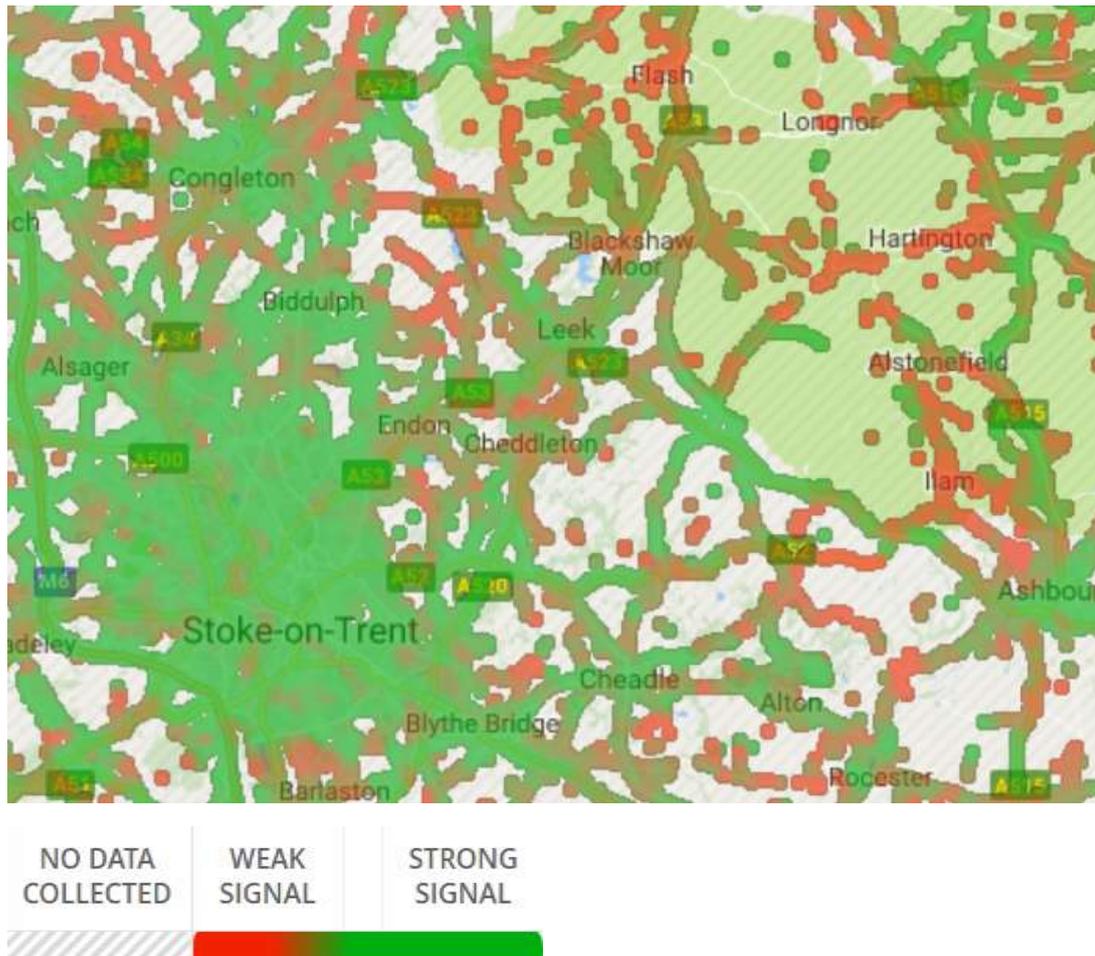
The Ofcom definitions of 2G, 3G and 4G are covered as follows:

- 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.

EE have been commissioned to deliver national 4G coverage for Britain's emergency services which has resulted in a significant increase in national 4G networks. 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: Strength of 2G, 3G and 4G in Staffordshire Moorlands ¹²



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

¹² <https://www.which.co.uk/reviews/mobile-phone-providers/article/mobile-phone-coverage-map>

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.

Figure 12: ADSL+ Speeds within the District (thinkbroadband.com)

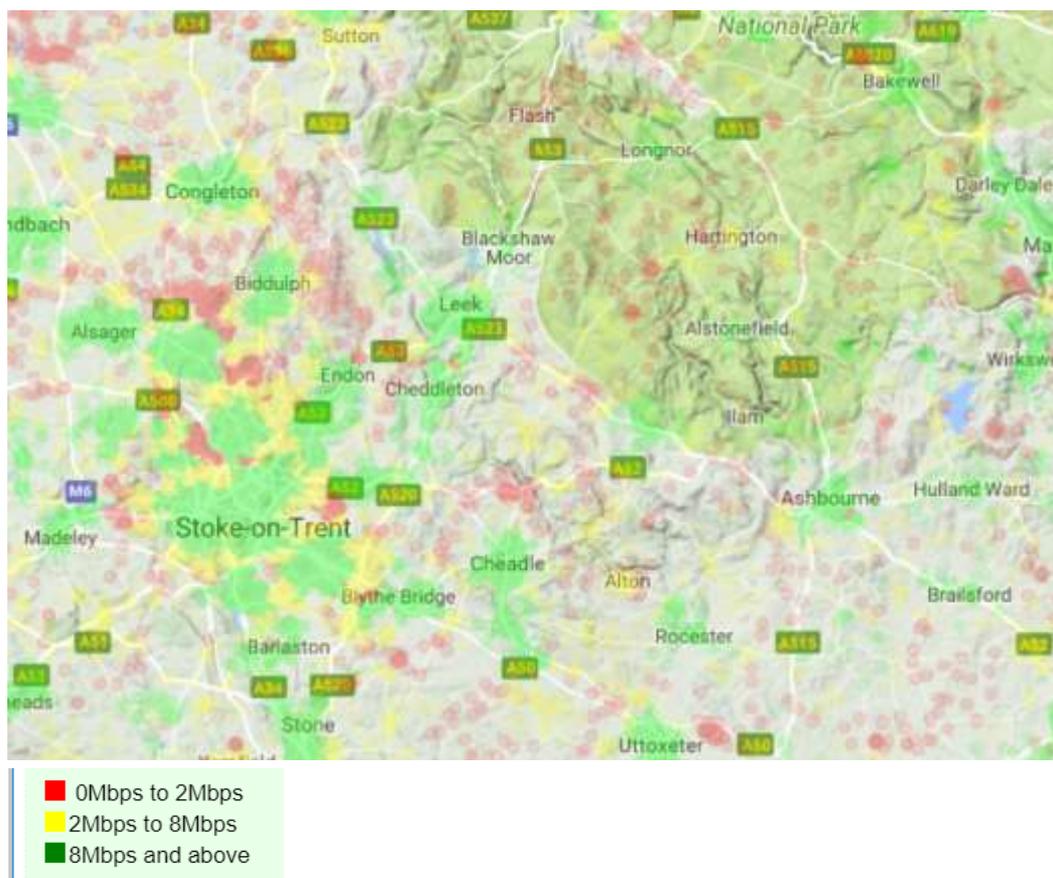


Figure 13: FTTC/Cable Speeds in the District (thinkbroadband.com)



Analysis of Figures 12 and 13 highlights that provision in and around the main towns of Leek, Cheadle 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 24Mbps. The District Superfast Staffordshire officers highlight that this is because installation of provision is much more viable within the towns so it is easier to make a business case for the improvement of provision in these areas.

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 speeds¹³, 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

¹³ Identified by Ofcom as a Decent Broadband Speed of 10Mbit/s.

quality standard of life. The Ofcom Digital Communications Review – Initial 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 receive a weak 2G, 3G or 4G coverage, particularly in rural areas. The towns generally have much stronger coverage.

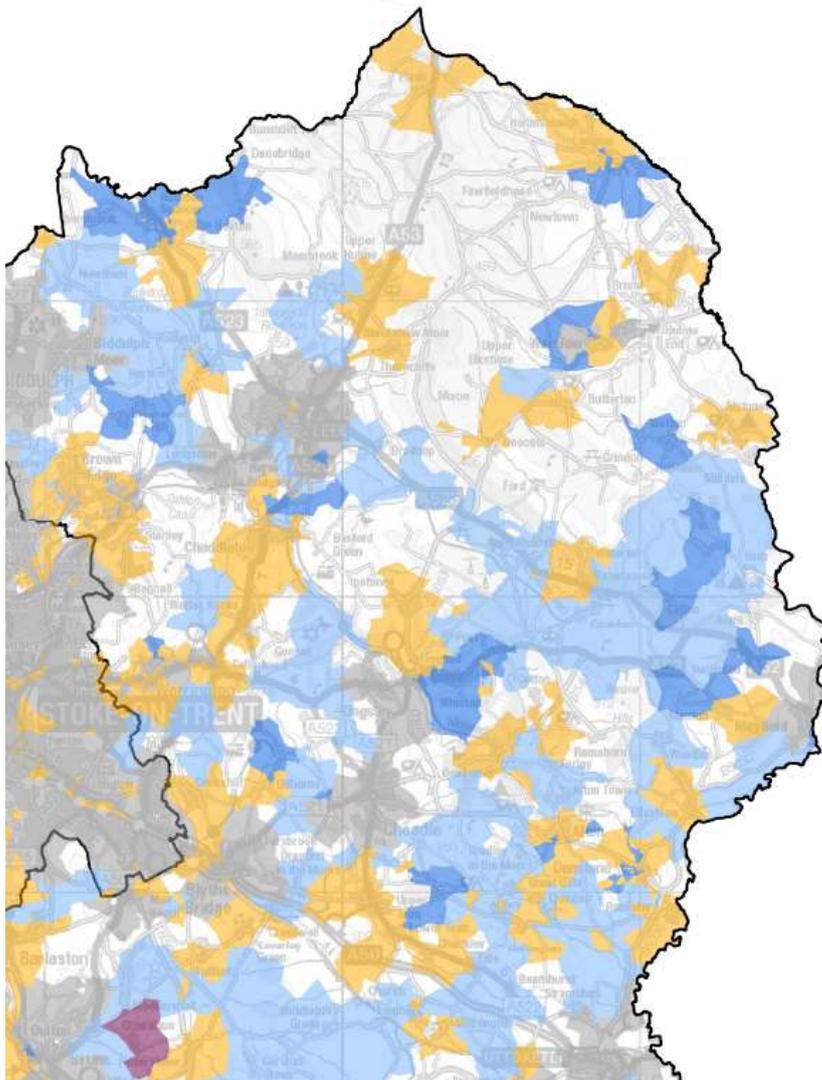
7.4 Planned Schemes

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 a total of £31 million on broadband infrastructure within the county, which includes £29 million on implementation and £2 million on operational costs. The running of the programme will be monitored for a 7 year period after completion of the project and the District may claw back funding in line with successful implantation, to reinvest back into the programme.

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. Figure 14 shows progress of the roll out in Staffordshire

Figure 14: A map to show broadband roll out in Staffordshire



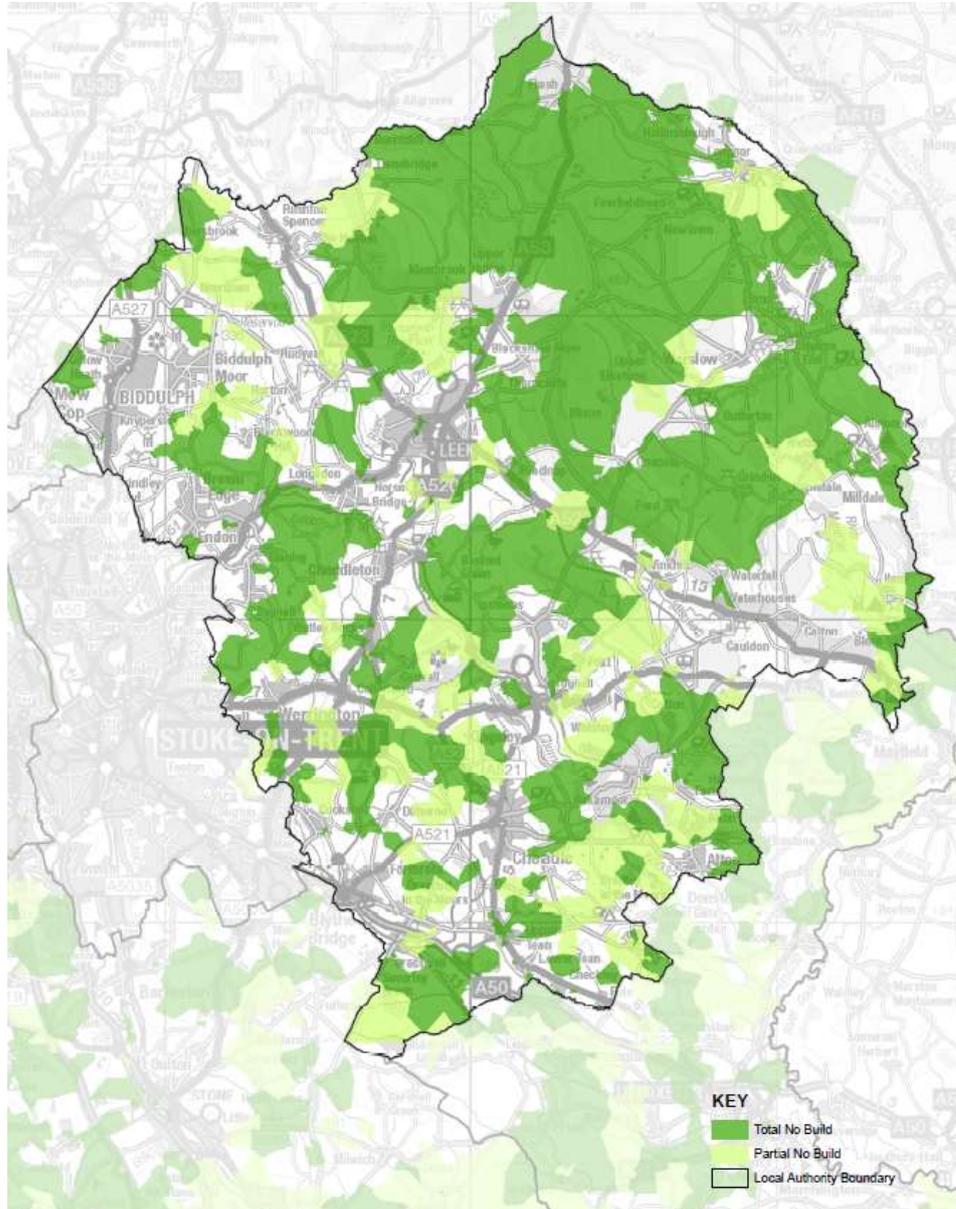
KEY

- Work in progress due for completion by the end of 2017.
 - Superfast broadband services available to order.
 - Extension project due for completion by the end of 2018.
 - Community Fibre Partnership
 - Existing and planned commercial coverage up to the end of 2017.
- No Colour = No planned activity "Final 4%"

Discussion with Superfast Staffordshire highlighted that by end of 2018 Staffordshire Moorlands have predicted that they will have provided approximately 96% superfast broadband coverage.

The final 4% which would still require upgrading amounts to approximately 2,600 houses. Figure 15 shows the distribution of the final 4% within Staffordshire.

Figure 15: A map to show the distribution of the final 4% within Staffordshire



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 were deployed to generate evidence about the costs and challenges of delivering superfast speeds in hard to reach areas. The outcomes of these pilots concluded that:

- Suppliers can successfully mix technologies to deliver cost-effective superfast broadband solutions in hard to reach areas;
- Smaller suppliers can bid for, win and deliver open public procurements at competitive costs, including meeting the necessary EU-wide State aid requirements for receiving public funding;
- Communities can work together with suppliers to create viable commercial conditions for small projects; and
- New partnerships have been fostered, including with other network providers such as Janet and Network Rail Telecom, which will lead to new opportunities to deliver services once the pilots have ended.

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.

Following on from the Pilot Tests, Governments 2017 Budget which was announced in March 2017 set aside £200 million to fund a programme of local projects to test ways to accelerate market delivery of new full- fibre broadband networks¹⁴. This will combine the following approaches:

- bringing together local public sector customers, to create enough broadband demand to reduce the financial risk of building new full-fibre networks.
- offering full-fibre broadband connection vouchers for businesses, to increase take-up of services where new networks are built through the programme.
- directly connecting public sector buildings, such as schools and hospitals. This will bring fibre closer to more homes and businesses, allowing them to be connected.
- opening up public sector assets, such as existing ducts, to allow fibre to be laid more cheaply.

The initial £10 million from the fund will be invested in the launch of 6 pilot studies across the country for “full fibre”, which aims to test innovative ways of using the service. The remaining £190 million is due to be spent by 2020-21 with how the money is due to be invested being decided by the outcome of the pilot studies.

Most recently within the Strategic Review of Digital Communications, the telecoms regulator Ofcom has placed pressure on Openreach to open up its

¹⁴ <https://www.ispreview.co.uk/index.php/2017/09/government-prep-10m-pilot-1gbps-full-fibre-broadband-6-uk-trial-areas.html>

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 the end of 2018. 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. It is the requirement of the Developer to ensure this infrastructure is built into any new development at the earliest opportunity possible.

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 where there is existing market failure;
- 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

Table 20: Telecommunications Infrastructure Summary

| 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 ¹⁵ |
| 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 |

¹⁵ 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)
- Local Plan Consultation (2017)
- Discussions with Severn Trent Water (2017)

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 21.

Table 21: 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 concentrated 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 22 shows the current formal measures used to prevent flooding in Staffordshire Moorlands.

Table 22: 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 |

In addition to the measures above, a flood prevention scheme was completed in Lower Tean in 2016 and involved diverting the existing watercourse around the village.

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 Severn Trent Water

A number of planned works are being brought forwards by Severn Trent Water in relation to flood prevention, where a need has been highlighted to target the reduction of sewer flooding:

- **Leek:** Flood prevention projects around Mount Road to alleviate existing flooding issues,
- **Biddulph:** Tunstall Road development area bringing forwards a flood alleviation scheme
- **Larger Villages:** Upper Tean flood alleviation scheme.

8.4.4 Staffordshire Moorlands Infrastructure Plan (2012)

Two schemes are recommended in the 2012 Infrastructure Plan:

- Upgrading, renewal and extension to drainage network.
- Flood Defence Operational Infrastructure

The Local Plan highlights that Biddulph is an area which requires management of the surface water discharge rates into the waste water network. The use of Sustainable Urban Drainage Systems should be applied along with DEFRA's non-statutory technical standards.

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 Local Plan 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.

The Environment Agency consultation response to the Local Plan (2017) also highlighted that any development planned for the Churnet Valley should take account of flood risk and advocates the use of woodland creation and undeveloped corridors along rivers as part of natural flood risk management measures.

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

Table 23: Flood Risk and Drainage Infrastructure Summary

| Ref | Location | District or County | Scheme | Essential/Desirable | Lead Delivery Agency | Delivery Mechanism | Cost | Delivery Phasing | Gaps in Funding |
|-----|------------|--------------------|--|---------------------|----------------------|---|---------|---|---------------------------|
| FL1 | Brown Edge | District | Brown Edge Flood Alleviation Scheme: Measures required to manage surface water runoff from agricultural land | Essential | SCC | FCRM Grant in Aid / Trent RFCC Local Levy / Public Sector Contributions | Unknown | April 2021 (subject to availability of funding) | None currently identified |

| | | | | | | | | | |
|-----|--------------------------|----------|---|-----------|--------------------|---|---------|---|---|
| FL2 | Endon | District | Village Brook Flood Alleviation Scheme: Engineering measures through the village and Natural Flood Management measures in the upstream catchment. | Essential | SCC | FCRM Grant in Aid / Trent RFCC Local Levy / Public Sector Contributions | Unknown | April 2019 (subject to availability of funding) | None currently identified |
| FL3 | 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 |
| FL4 | Leekbrook | District | Construction of flood defences to reduce risk of flooding to properties near confluence of River Churnet and Leek Brook. | Essential | Environment Agency | FCRM Grant in Aid | Unknown | Short term (April 2019, subject to availability of funding) | None currently identified |
| FL5 | Land at Mount Road, Leek | County | Flood Prevention Project | Essential | Severn Trent Water | Severn Trent Water Capital Finance | Unknown | Due to be delivered in 2021 | No gap |
| FL6 | Biddulph | County | Flood Alleviation Scheme | Essential | Severn Trent Water | Severn Trent Water Capital Finance | Unknown | Unknown | No gap |
| FL7 | Upper Teen | County | Flood Alleviation Scheme | Essential | Severn Trent Water | Severn Trent Water Capital Finance | Unknown | Unknown | No gap |

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 Waste Local Plan 2010 – 2026 (adopted March 2013)
- Staffordshire County Council Annual Monitoring Report (2015/16)
- 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 24 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 24: 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 |

| Waste Stream | | Waste Management Facility | Role of Facility | Responsibility for Waste Inputs |
|---------------------------|----------------------------------|---|---|--|
| | | | | 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 | These sites handle household recyclable waste. Residual Waste is also identified at these facilities, with accepted materials details on the Recycling Centres webpage. ¹⁶ 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. | 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 |
| | | Fowlchurch Household Waste Recycling Centre, Leek | | |
| | | Bemmersley Road Household Waste Recycling Centre, Biddulph | | |
| Commercial and Industrial | | Whilst the Recycling Centres handle a limited level of Commercial and Industrial Waste, it is anticipated that the Private Sector would | | |

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

| Waste Stream | Waste Management Facility | Role of Facility | Responsibility for Waste Inputs |
|----------------------------|---------------------------|------------------|--|
| | | | be expected to cater for these waste streams. SMDC also provide a commercial waste collection service. |
| 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. |

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 Capacity targets for 2015/2016 were met and capacity of existing and permitted facilities is being expanded to meet targets set for 2020/21.

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 including¹⁷:

- 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

¹⁷ Operational status of private facilities correct as of May 2012

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 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 Report for 2015/16 concluded that seven additional facilities which were granted planning permission, including two facilities providing new recycling capacity, four facilities providing new transfer capacity and one providing new organic treatment capacity.

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. The 2015/16 annual monitoring review states that there is sufficient landfill sites in Staffordshire and Stoke-on-Trent to meet the local demand for the period up until 2025/26.

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:** The delivery of collection Services within Staffordshire Moorlands are currently under review with the aim to align operations in 2018, as the High Peak waste collection contract ends at this point in time. The two authorities have aspirations to fully align waste collection services by 2019.
- **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

Table 25: Waste Infrastructure Summary

| 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:

- Public Green Space and Countryside Strategy 2010–2015 (January 2010)
- Public Open Space SPG (November 2004)
- Dialogue with Staffordshire Moorlands District Council Senior Horticulture Officer (Development) (February 2016)
- Strategic Green Infrastructure Network (July 2017)
- Open Space Study Standards Paper (October 2017)

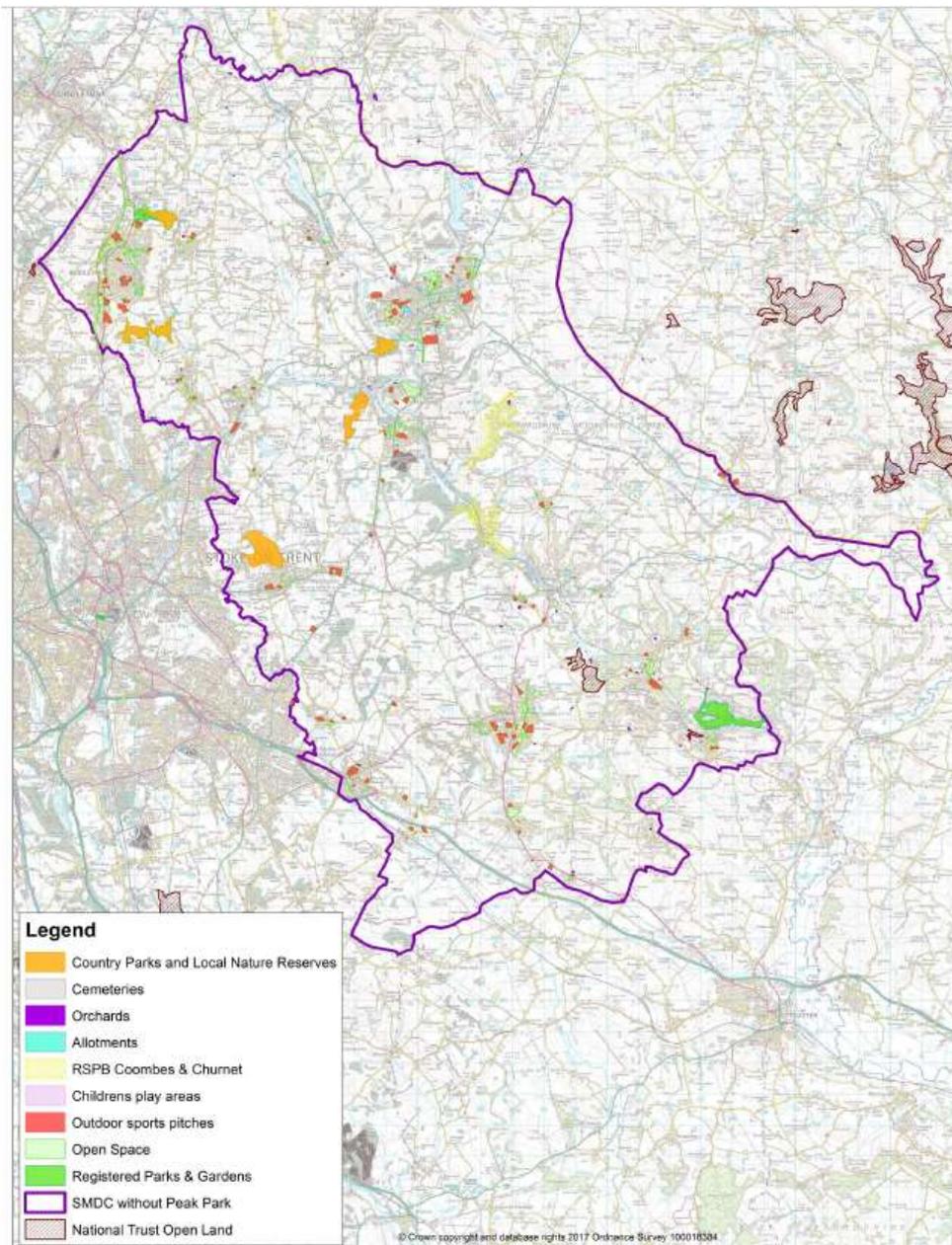
10.2 Current Infrastructure

This chapter has been drafted based on information included within the Open Space Standards Paper (October 2017) and the Strategic Green Infrastructure Network (July 2017) which replaced the previous Staffordshire Moorlands District Council Open Space, Sport and Recreation Facility Assessment (March 2009). The 2017 Open Space Standards Paper assesses the provision of open space, sport and recreation facilities in Staffordshire Moorlands.

The chapter also takes account of the Strategic Green Infrastructure Network report (July 2017) which sets out the vision for developing an integrated network of high quality and multi-functional green infrastructure, including open space, sports and recreational facilities and green corridors.

Figure 16 shows the location of all current registered green spaces in Staffordshire Moorlands. The figure includes the Green Infrastructure assets of Country Parks, registered parks and gardens, Local Nature Reserves, children's play areas, outdoor sports pitches and other public open spaces.

Figure 16: Green Space in Staffordshire Moorlands



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 26 gives the 2017 provision and the expected standard for each relevant type of green infrastructure

Table 26: Actual and recommended quantity of provision from the Open Space Study (October 2017)

| | 2017 Provision | Recommended standard (per 1,000 population) |
|---------------------------------------|-----------------------------|--|
| Parks and Gardens | 0.14 ha per 1000 population | 0.14 |
| Natural and semi-natural open space | 5.44 ha per 1000 population | Not set |
| Amenity green space | 1.07 ha per 1000 population | 0.6 |
| Allotments | 0.12 ha per 1000 population | 0.10 |
| Provision for children & young people | 0.07 ha per 1000 population | 0.08 |

10.2.1 Parks and Gardens

There are two sites classified as parks and garden which are given in the table below:

Table 27: Parks and Gardens Provision

| Name | Type | Size (ha) | Area | Quality score |
|------------------|-------------|------------------|-------------|----------------------|
| Leek Brough Park | | 13.45 | Leek | High |
| Birch Gardens | | 0.44 | Leek | High |

10.2.2 Provision for Children and Young People

Staffordshire Moorlands District Council keeps a record of registered play areas on its website. There are a total of 57 sites across Staffordshire Moorlands identified as play provision in the Open Space Standards Paper (2017). The highest number of play sites is in the Rural Areas (23), however Leek has the greatest amount of provision per 1,000 population (0.16). The District Council website specifies that it managed 17 registered play areas in the district. These are detailed in table 27.

Table 28: Provision for young people in Staffordshire Moorlands

| Name | Type | Area | Quality Score |
|----------------------------------|-------------------|-------------|----------------------|
| Bluestones Close, Blackshaw Moor | Recreation Ground | Leek | |
| Cruso Street | Recreation Ground | Leek | |
| Glebville | Recreation Ground | Leek | |
| Haregate Hall | Recreation Ground | Leek | |
| The Waste | Recreation Ground | Leek | |
| Wallbridge | Recreation Ground | Leek | |
| Woodcroft | Recreation Ground | Leek | |
| Biddulph Valley Park | Recreation Ground | Biddulph | |

| | | | |
|--------------------------------------|----------------------|---------------|-----|
| Brown Lees | Recreation Ground | Biddulph | |
| Church Road | Multi Use Games Area | Biddulph | |
| Halls Road | Multi Use Games Area | Biddulph | |
| Hawthorn Grove | Recreation Ground | Biddulph | |
| Hot Lane Recreation Ground Play Area | Recreation Ground | Biddulph Moor | Low |
| The Paddock Play Area | Recreation Ground | Biddulph | Low |
| Trim Trail St Davids Way | Recreation Ground | Biddulph | Low |

10.2.3 Allotments

Allotments in Staffordshire Moorlands are all managed by respective Parish and Town Councils. The Open Space Study found that there are 16 sites classified as allotments in Staffordshire Moorlands. Leek Town Council is responsible for seven sites within the town which consist of 260 full plots and 40 half-plots. There are 39 plots in Biddulph. Additionally, Cheadle Town Council owns one site on Delphouse Road.

Table 29: Location of allotments in Staffordshire Moorlands

| Name | Area |
|---------------|----------|
| Cheadle Road | Leek |
| Parrs Field | Leek |
| Peggs Field | Leek |
| The Crescent | Leek |
| Moorland Road | Biddulph |
| Park Lane | Biddulph |

10.2.4 Other Types of Green Space and Open Space Provision

The 2017 Open Space Standards Paper 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 Open Space Standards Paper found that there are 73 amenity green spaces in Staffordshire Moorlands, totalling over 98 hectares. A total of 29 of these are in the rural areas. Biddulph had the greatest amount of provision 1,44 hectares per 1,00 population.

Green Corridors

The Green Infrastructure Strategic Network report (2017) states that the rural nature of Staffordshire Moorlands lends itself to the provision of linear corridors

which link open spaces (and settlements) together. The abundance of open countryside provides significant opportunities for a dense Public Rights Of Way (PROW) network across the District - Staffordshire Moorlands has a network of 600 miles of PROW. Key routes in the District include the Staffordshire Moorlands Walks, Biddulph Valley Way, Manifold Walks and County Park trails.

There are also a number of strategic cycle routes throughout the District including the Staffordshire Moorlands link which consists of a 23km connection from Stoke-on-Trent to the Manifold Trail and the Roaches.

Natural and Semi Natural Open Space

The 2017 Open Space Standards Paper found 38 natural and semi natural open spaces within the Staffordshire Moorlands area.

The Green Infrastructure Strategic Network Report (2017) highlights that Staffordshire Moorlands District has the largest total area of designated nature sites of all districts in Staffordshire. Designated sites are specified as; Special Areas of Conservation (SACs) and Special Protection Areas (SPAs), Ramsar sites, National Nature Reserves (NNR), Local Nature Reserves (LNR) and Sites of Special Scientific Interest (SSSIs), along with non-statutorily protected sites including Sites of Biological Interest and Biodiversity Alert Sites (known collectively as Local Wildlife Sites) and Regionally Important Geological Sites (RIGs).

The table below outlines the percentage of district covered by each type of site:

Table 30: Percentage of district covered by each type of site

| Area of District (Ha) | Areas SSSI (Ha) | Area SBI (Ha) | Area BAS (Ha) | Area designated | % designated |
|-----------------------|-----------------|---------------|---------------|-----------------|--------------|
| 58,584.98 | 4,984.74 | 2,171.9 | 305.907 | 7,462.55 | 12.96 |

The District includes 23 SSSIs which are as follows:

- Bath Pasture SSSI
- Brownend Quarry SSSI (within Peak Park, but not the Local Plan area)
- Caldon Dales SSSI
- Caldon Low SSSI
- Cauldon Railway Cutting SSSI
- Churnet Valley SSSI
- Colshaw Pastures SSSI (within Peak Park, but not the Local Plan area)
- Combes Valley SSSI
- Dimmings Dale & The Ranger SSSI

- Dove Valley and Biggin Dale SSSI (within Peak Park, but not Local Plan area)
- Ecton Copper Mines SSSI (within Peak Park, but not Local Plan area)
- Froghall Meadow and Pastures SSSI
- Hamps and Manifold Valleys SSSI (within Peak Park, but not Local Plan area)
- Hulme Quarry SSSI
- Leek Moors SSSI (within Peak Park, but not Local Plan area)
- Moss Carr SSSI (within Peak Park, but not Local Plan area)
- Rue Hill SSSI
- Saltersford Lane Meadows SSSI
- Stanton Pastures & Cuckoocliff Valley SSSI
- Swineholes Wood and Blackheath SSSI
- Thorncliffe Moor SSSI
- Wetley Moor SSSI
- Whiston Eaves SSSI

Civic Spaces

The Open Space Standards Paper found three civic spaces in Staffordshire Moorlands, which comprised Station Road in Biddulph, Leek Market Square and the new Sparrow Park.

10.3 Fitness for Purpose

The table below outlines the accessibility guidelines to travel to open space provision as set out in the Open Space Standards Paper (2017).

Table 31: Accessibility Catchment Distances As Set Out In The Open Space Standards Paper (2017).

| Typology | Accessibility catchment distances | | |
|---------------------------------------|--------------------------------------|---|--|
| | 2009 recommended | FIT | ANGSt |
| Parks & gardens | 15 minute walk time (Urban) | 9 minute walk time (710m) | Not set |
| | 20 minute drive time (Rural) | | |
| | 22 minute drive time (Country parks) | | |
| Natural & semi-natural greenspace | 15 minute walk time | 9 minute walk time (720m) | Sites at least 2 hectares with 300 metre catchments |
| | | | Sites at least 20 hectares with 2 kilometres catchment |
| | | | Sites at least 100 hectares with 5 kilometres catchment |
| | | | Sites at least 500 hectares with 10 kilometres catchment |
| Amenity greenspace | 10 minute walk time | 6 minute walk time (480m) | Not set |
| Allotment | 15 minute walk time | Not set | Not set |
| Provision for children & young people | 10 minute walk time (Younger ages) | 100m (LAP) 400m (LEAP) 1,000m (NEAP) 700m (Skate parks, MUGA, etc) | Not set |
| | 15 minute walk time (Older ages) | | |

Taking account of the green infrastructure accessibility standards set out in the table above, 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.

10.3.1 Parks and Gardens

The whole of Staffordshire Moorlands has a current standard of 0.14 hectares per 1,000 populations. Provision only exists in the Leek Area, catchment gaps are seen in the remaining analysis areas; however, they are all well served by other forms of open space provision, such as amenity greenspace and natural and semi-natural greenspace. Whilst shortfalls are potentially identified in terms of quantity and accessibility across the District; none are considered to be a significant issue. The focus for parks provision should be on ensuring quality of existing sites as a priority.

The Open Space Standards Paper identified the following in terms of provision of parks and gardens:

- Cheadle: Cheadle has a deficiency in the provision of Parks and Gardens. It has no formal or country parks.
- Biddulph:-Biddulph has a deficiency in the provision, as they study identified it has no existing parks and gardens.
- Leek: Leek was the only area which has a provision of parks and gardens. Leek Brough Park has retained a good standard of quality and Birch Gardens has undergone significant improvements, resulting in it moving from low quality to high quality.

10.3.2 Provision for Children and Young People

The Open Space Standards Paper found that FIT standard (0.25 ha per 1,000 population) is not met if only play equipment is recorded; across the authority an equivalent of 0.07 ha per 1000 population exists. If play equipment and the parent site area are used then a current provision of 0.56 ha per 1000 population is observed which is well above the FIT standard of 0.25 ha per 1,000 population. There are minor gaps in catchment mapping in all five analysis areas for provision for children and young people (equipped/designated).

Further investigation into the catchment mapping is needed to determine any actual gaps in provision. The quality of provision is mixed, with several sites having been improved since the 2009 study, Shortfalls in quantity, accessibility and quality are identified and the focus going forwards should be on addressing needs.

10.3.3 Allotments

The Open Space Standards Paper found that the provision standard is not met across any analysis area but consultation with parish and town councils suggests supply and demand is fairly evenly balanced. A steady demand exists with waiting lists in operation across all areas but waiting times are considered reasonable. Quality of provision is considered to be roughly the same as in the previous report but improvements to sites is often undertaken by the associations found on sites.

10.3.4 Other Types of Green Space and Open Space Provision

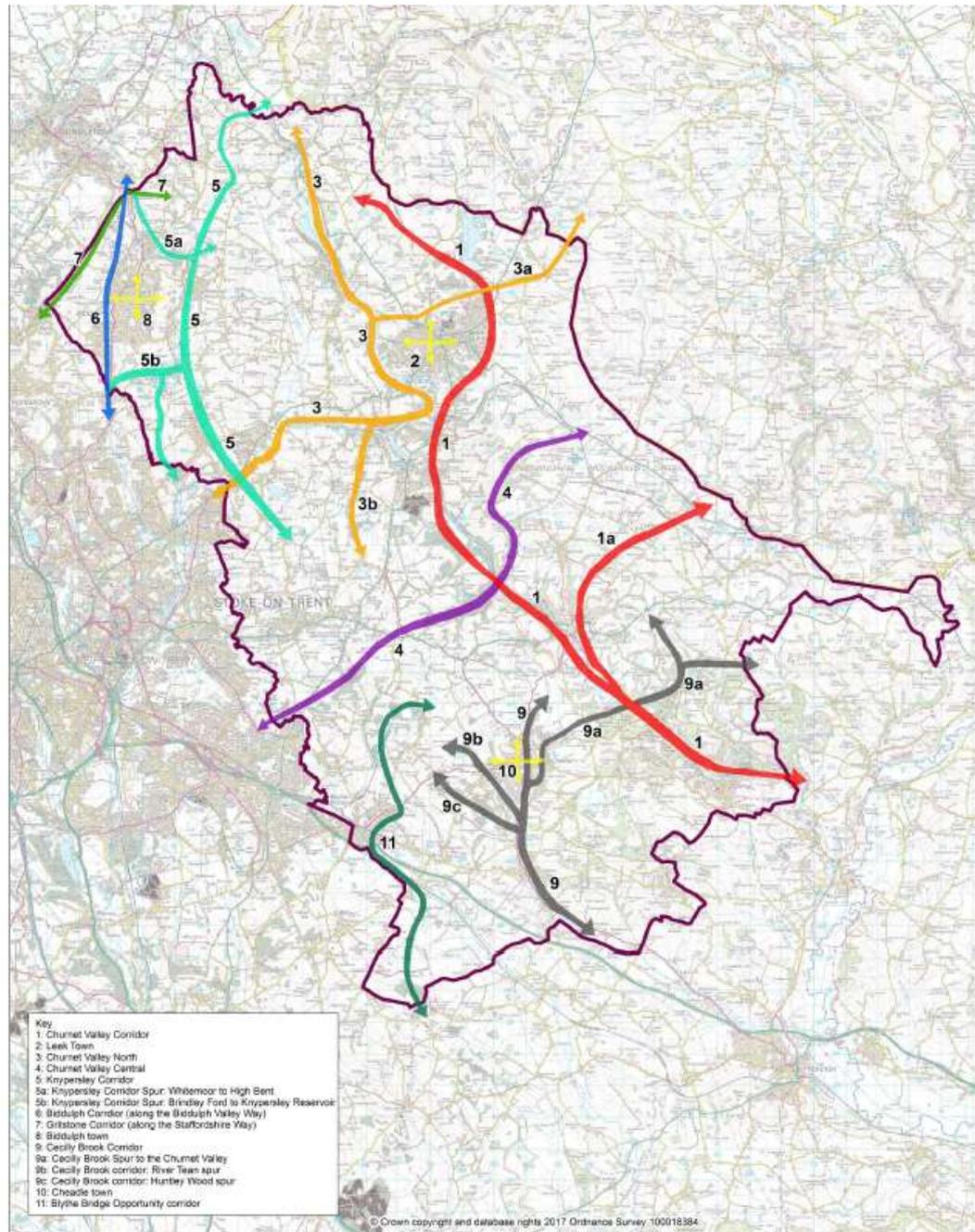
Amenity Green Space

The Open Space Standards Paper found that there are no significant gaps in provision identified within Staffordshire Moorlands in amenity green space. Since the 2009 study, a number of sites have had improvement works for example, Hall's Road Sports Ground has undergone improvements, moving it from low to high quality. Quantity and accessibility are considered to be generally sufficient. The focus for amenity greenspace is therefore on ensuring quality standards are met.

Green Corridors

The Green Infrastructure Strategic Network does not highlight shortfalls in the provision of green corridors or green infrastructure, but it does outline the opportunity to upgrade and increase access to green corridors. Figure 18 outlines the proposed strategic Green Infrastructure Network routes which are proposed to be protected, enhanced and extended to enhance the provision.

Figure 17: Strategic Green Infrastructure Network



Natural and Semi Natural Open Space

The Open Space Standards Paper found that there is a good spread of natural and semi-natural greenspace identified across Staffordshire Moorlands. Application of ANGSt walk times shows a potential gap in provision to the south of Cheadle. The presence of the Peak National Park plays a significant factor in access to provision across the area. Over two thirds (68%) of natural and semi-natural provision is rated as high quality. A number of sites have increased in quality since the 2009 study. Provision of natural and semi-natural greenspace is

generally sufficient in terms of quantity and accessibility; predominantly due to the location of the Peak National Park. The focus for natural provision should be on enhancing quality and capacity of existing sites.

Civic Spaces

The Open Space Standards Paper found that provision is considered acceptable, with a new civic space being developed at Sparrow Park. The focus on the future should be ensuring the quality of existing provision.

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 updated Open Space Study 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.
- **Leek:** To continue to support tourism, it will be important for Brough Park to secure funding from the HLF and other funding sources 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

Table 32: Green Infrastructure, Public Space and Open Space Summary

| Ref | Location | District or County | Scheme | Essential/Desirable | Lead Delivery Agency | Delivery Mechanism | Cost | Delivery Phasing | Gaps in Funding |
|-----|---------------|--------------------|---|---------------------|---|---------------------------------|---------|----------------------------|--|
| 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 / S106 / 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 |
| G5 | District Wide | District | Measures in Green Infrastructure Strategy | Desirable | SCC / SMDC / Staffordshire Wildlife Trust / Churnet Valley Living Landscape Partnership | S106 / CIL / Local Authority | Unknown | Across the plan period | Funding through investment and development – 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:

- Staffordshire Moorlands Infrastructure Plan (August 2012)
- Dialogue with Staffordshire Moorlands District Council Client Officer Leisure Contracts
- Playing Pitch Strategy and Action Plan (December 2017)

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 and Action Plan (2017)

The Playing Pitch Strategy and Action Plan was published in 2017 and updated the previous 2009 Assessment Report. It assesses the provision of outdoor sports facilities in Staffordshire Moorlands. It is primarily concerned with the provision of football pitches, Third Generation Artificial Grass Pitches (3G AGPs), cricket pitches, rugby union pitches, hockey pitches (sand/water-based AGPs), tennis courts, bowling greens and athletic tracks. The strategy contains a number of key purposes:

1. Providing adequate planning guidance to assess development proposals affecting outdoor sports facilities, as appropriate, directing open space contributions secured through development and informing and shaping local planning policy.
2. Informing the protection, enhancement and requirement to provide new playing pitches.
3. Informing land use decisions in respect of future use of existing playing pitch areas and playing fields (capable of accommodating pitches).

4. Providing a strategic framework for the provision and management of playing pitches.
5. Supporting external funding bids and maximising support for playing pitches.
6. Providing the basis for ongoing monitoring and review of the use, distribution, function, quality and accessibility of playing pitches.

The Playing Pitch Strategy identified 160 individual playing pitches in the Staffordshire Moorlands area which are available for community use. Table 32 shows these pitches by area.

Table 33: Number of individual playing pitches by area in Staffordshire Moorlands in 2017

| | Biddulph | Cheadle | Leek | Rural Area | Total |
|---------------------------------|----------|---------|------|--------------|------------|
| Football (grass pitches) | 11 | 8 | 29 | 26 | 74 |
| Football (3G pitches) | 0 | 1 | 0 | 1 | 2 |
| Cricket | 1 | 1 | 1 | 8 | 11 |
| Rugby Union | 1 | 0 | 2 | 4 | 7 |
| Hockey | 0 | 0 | 2 | 0 | 2 |
| Bowls | 2 | 2 | 2 | 5 | 11 |
| Tennis | 5 | 5 | 15 | 27 | 52 |
| Athletics | 0 | 0 | 1 | 0 | 1 |
| | | | | Total | 160 |

The table below outlines the current provision of playing pitch facilities in regards to their current suitability for need.

Table 33: table to show current provision of playing pitch facilities

| Sport | Current picture |
|--------------------------|--|
| Football (grass pitches) | <ul style="list-style-type: none"> ◆ Spare capacity of 3 adult match equivalent sessions. ◆ Shortfall of 2 youth 11v11 pitches. ◆ Spare capacity of 0.5 youth 9v9 match equivalent sessions. ◆ Mini 7v7 pitches at capacity. ◆ Shortfall of 1.5 mini 5v5 pitches. |
| Football (3G pitches) | <ul style="list-style-type: none"> ◆ Shortfall of three full sized 3G pitches (due to the rural nature of Staffordshire Moorlands, FA registered small sided pitches will have a substantial impact on adequately meeting demand across the District). |
| Cricket | <ul style="list-style-type: none"> ◆ Currently at operating at capacity. ◆ Shortfalls are however identified at Ashcome Park CC, Bagnall Norton CC, Checkley CC and Endon CC. |

| Sport | Current picture |
|-------------|--|
| Rugby union | ◀ Shortfall of one match session per week at Leek RFC. |
| Hockey | ◀ Current demand is being met. |
| Bowls | ◀ Current demand is being met. |
| Tennis | ◀ All club sites are within recommended capacity. ◀ All remaining courts have spare capacity. |
| Athletics | ◀ Current demand is being met. |

Indoor Facilities

There are three leisure centres in the district, Brough Park Leisure Centre (Leek), Biddulph Valley Leisure Centre (Biddulph) and South Moorlands Leisure Centre (Cheadle). There are other sports halls and an indoor tennis centre at Draycott Sports Centre.

Generally the age and condition of built facilities is a significant factor and the Council has commissioned a review of leisure centre provision and sports facility needs focussing on sports halls, swimming pools and other indoor provision in order to produce a in order to produce a Sports Facilities Strategy.

11.3 Fitness for Purpose

11.3.1 Quantity of Provision

The Playing Pitch Strategy and Action Plan 2017 provides an overview of the quantity of provision of sports pitches up to 2031 and identifies where shortfalls in capacity are. The study uses FA, RFU and ECB standards as a guide to the standard number of matches that each grass pitch type should accommodate without adversely affecting its quality. The following table outlines the estimated capacity guidelines utilised in the study.

Table 34: capacity of playing pitches

| Sport | Pitch type | No. of match equivalent sessions | | |
|--------------|----------------------------|----------------------------------|--------------|---------------|
| | | Good | Standard | Poor |
| Football | Adult pitches | 3 per week | 2 per week | 1 per week |
| | Youth pitches | 4 per week | 2 per week | 1 per week |
| | Mini pitches | 6 per week | 4 per week | 2 per week |
| Rugby union* | Natural Inadequate (D0) | 2 per week | 1.5 per week | 0.5 per week |
| | Natural Adequate (D1) | 3 per week | 2 per week | 1.5 per week |
| | Pipe Drained (D2) | 3.25 per week | 2.5 per week | 1.75 per week |
| | Pipe and Slit Drained (D3) | 3.5 per week | 3 per week | 2 per week |
| Cricket | One grass wicket | 5 per season | N/A | N/A |
| | One synthetic wicket | 60 per season | N/A | N/A |

The following table outlines the provision of playing pitches up to 2031 within Staffordshire Moorlands.

Table 35: provision of playing pitches in Staffordshire Moorlands up to 2031

| Sport | Future picture (2031) |
|-----------------------------|---|
| Football (grass pitches) | <ul style="list-style-type: none"> ◀ Spare capacity of 2.5 adult match equivalent sessions. ◀ Shortfall of 4 youth 11v11 pitches. ◀ Spare capacity of 0.5 youth 9v9 match equivalent sessions. ◀ Shortfall of 2 match sessions on mini 7v7 pitches. ◀ Shortfall of 2.5 mini 5v5 pitches. |
| Football (3G pitches) | ◀ Shortfall of three full sized 3G pitches (due to the rural nature of Staffordshire Moorlands, FA registered small sided pitches will have a substantial impact on adequately meeting demand across the District). |
| Cricket | ◀ Shortfall of 35 match equivalent sessions. |
| Rugby union | ◀ Shortfall of 3 match sessions per week at Leek RFC. |
| Hockey | ◀ Future demand can be met. |
| Bowls | ◀ Future demand can be met. |
| Tennis | ◀ Future demand can be met. |

The table shows that in regards to Hockey, Bowls and Tennis it is expected that future demand can be met by current provision.

In relation to football pitches, out of 90 playing pitches 79 are identified for community use across 33 sites. Out of the available community pitches, 40 are assessed as a standard quality, 33 are assessed as poor quality and three are assessed as good quality. Hall Road Playing Fields, Biddulph; Harrison Park, Leek; and Ball Haye Green Football Club, Leek are all identified as having poor quality ancillary provision. No new teams are expected to be created but future demand of four match sessions is predicted. There is a total of nine match equivalent sessions of actual spare capacity across Staffordshire Moorlands with most identified on adult pitches and in the Leek Analysis Area. There are 28 youth teams identified as playing on adult pitches. As such, it is highlighted in the study that there is a current shortfall of youth 11v11 and mini 5v5 pitches, with mini

7v7 pitches played to capacity and spare capacity existing on adult and youth 9v9 pitches.

In relation to football 3G pitches, there are currently no full sized pitches and only 6 smaller sized pitches but none of these are on the FA register. Out of the 6 pitches, only 4 are available for community use and floodlit, with 3 being judged as a standard quality and one being of poor quality. Future demand requires the need for 3 new full sized pitches and this should be seen as a priority to reduce shortfalls.

There are currently 13 grass cricket squares in Staffordshire Moorlands, 10 of which are a standard quality and three which are of a good quality. Seven clubs highlighted the need for additional training provision and two clubs highlighted the need for new changing facilities. Whilst there are no new clubs anticipated to be created, six clubs have identified their aspirations to grow equating to four senior teams and nine junior teams. Despite eight squares showing spare capacity, only two are available for further use at peak time and there are four squares overplayed by 32 match equivalent sessions per season. As such, there is a need to address overplay whilst retaining the current number of grass wicket squares. Priority should be placed on improving pitch quality, and improving changing facilities and increasing training provision.

For rugby union, there are ten senior and one junior pitches of which four are considered available for community use. Of the community use pitches, one is good quality, three are standard quality and three are poor quality pitches. Leek RFC are the only operating club within Staffordshire Moorlands and no new teams are predicted, although Leek RFC have a future demand of one senior ladies team and one junior girls team. There is no current capacity and therefore to alleviate the identified shortfall at Leek RFC, pitch quality improvement and additional floodlighting is required.

Overall, future demand is exacerbating current shortfalls in provision which will need to be addressed. As such, there is a need to protect all existing outdoor sports provision until demand is met; or, there is a requirement to replace provision to an equal or better quantity and quality before it is lost. The only exception to the above is in the case of sports provision being replaced by a different form of sports provision, which does not apply to the shortfall of 3G pitches, which can only be met through increased provision.

11.4 Planned Schemes

There are currently no planned schemes however the Council's Playing Pitch Strategy action plans and Strategy for Physical Activity and Sport will include more details and any specific local measures as part of its District-wide Action Plan.

11.5 Impact of Proposed Development

From a review of the Annual Monitoring Reports and the 2017 playing pitch strategy, the following have been identified as future requirements within the District:

- **Cheadle:** There is a shortfall in the provision of football pitches for both adults and juniors. There is also a future shortfall in the provision of cricket pitches
- **Leek:** Provision of Rugby Union, junior football pitches and cricket pitches need to be increased.
- **Biddulph:** Playing Pitch provision will be necessary within Biddulph with new football and cricket pitches, which may be linked to an existing educational establishment.
- **Rural Area:** There is a shortfall of provision of cricket pitches.

In addition there is a shortfall in 3G pitch provision throughout all areas.

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 through private and specialist leisure management contractors. 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

Table 36: Sports, Leisure and Recreation Infrastructure Summary

| Ref | Location | District or County | Scheme | Essential/Desirable | Lead Delivery Agency | Delivery Mechanism | Cost | Delivery Phasing | Gaps in Funding |
|-----|-----------------|--------------------|---|---------------------|----------------------|---------------------------------|---------|----------------------------|---|
| S1 | Leek | District | New rugby union, junior football pitches and cricket pitches. | Desirable | SMDC | SMDC capital plans / S106 / CIL | Unknown | Medium term (5 – 10 years) | Funding through capital plan – uncommitted |
| S2 | Biddulph | District | New football and cricket playing pitches. | Desirable | SMDC | SMDC capital plans / S106 / CIL | Unknown | Medium term (5 – 10 years) | Funding through capital plan – uncommitted |
| S3 | Cheadle | District | New football pitches and cricket pitches. | Desirable | SMDC | SMDC capital plans / S106 / CIL | Unknown | Medium term (5 – 10 years) | Funding through capital plan – uncommitted |
| S4 | Rural Areas | District | New cricket pitches | Desirable | SMDC | SMDC capital plans | Unknown | Medium term (5 – 10 years) | Funding through capital plan – uncommitted. |
| S5 | Across District | District | New 3 G pitches | Desirable | SMDC | SMDC capital plans | Unknown | Short to medium term | 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;
- Open Space Standards Paper (2017).

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 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 water sports 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 libraries¹⁸. Figure 19 shows the distribution of the five libraries in Staffordshire Moorlands. Table 37 gives details of each library.

¹⁸ Staffordshire Moorlands District Libraries Fact Sheets, Staffordshire County Council 2013

Figure 18: Location of Libraries in the District

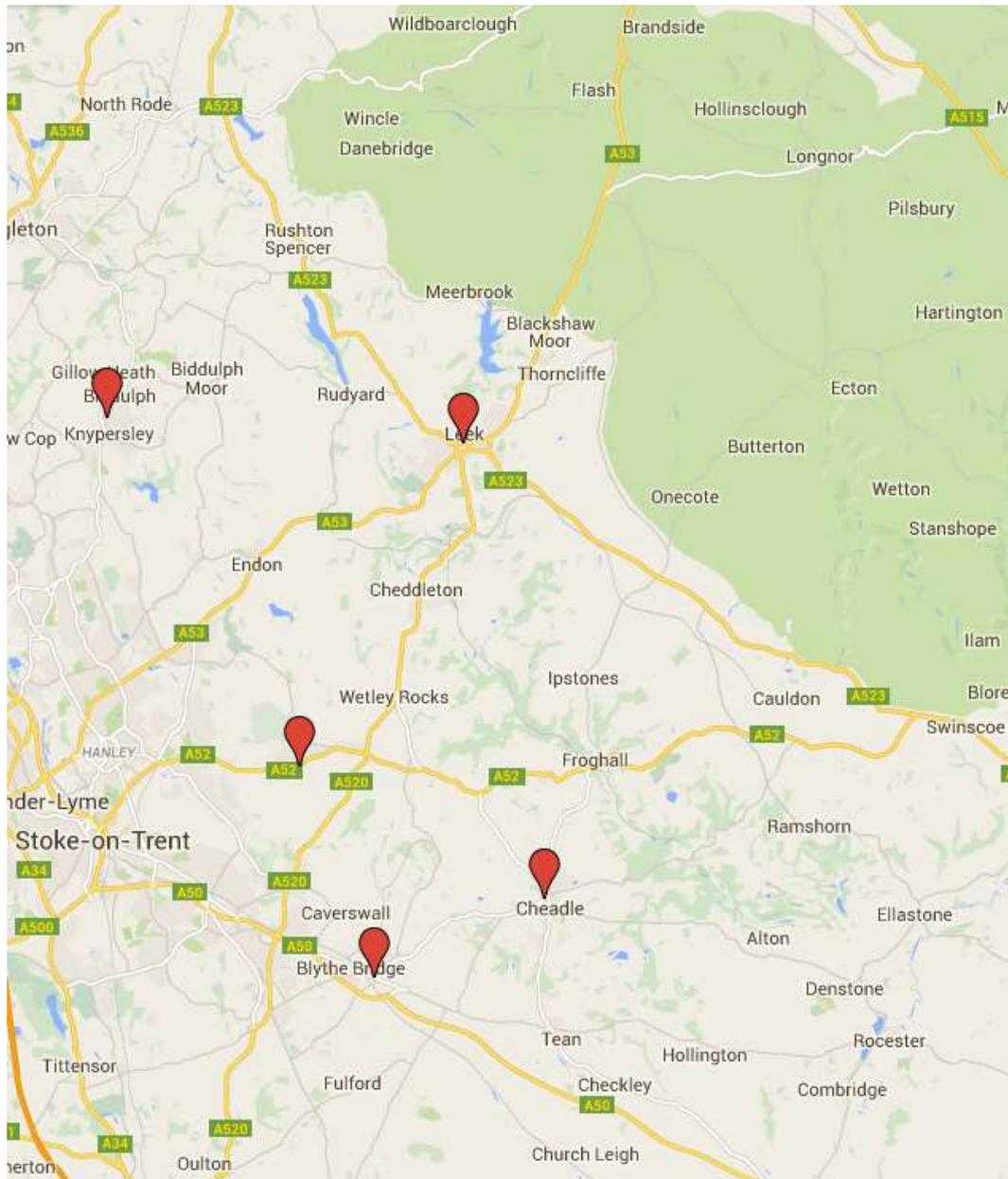


Table 37: Libraries in Staffordshire Moorlands

| Library | Hours Open | Visits 2012-13 | Net Cost 2012-13 |
|---|--------------------------------|---|------------------|
| Leek Library Stockwell Street, Leek ST13 6DW | 48.5 hours; 6 days per week | 195,506 (5 th out of 43 in Staffordshire) | £333,929 |
| Biddulph Library Tunstall Road, Biddulph ST8 6HH | 44 hours; 6 days per week | 60,891 (21 st) | £81,227 |
| Cheadle Library High Street, Cheadle ST10 1AA | 44 hours; 6 days per week | 89,015 (15 th) | £121,416 |
| Werrington Library | 37 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 | 35 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. This was confirmed by the Open Space Standards Paper which found that Leek Cemetery is nearing burial capacity. However, Buxton Road Cemetery has approximately 20 years remaining with the potential for further expansion.

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

Table 38: Community and Cultural Infrastructure Summary

| 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;
- Discussion with NHS England (North Midlands);
- University Hospitals North Midland (2015-2016) Annual Report;
- Staffordshire and Stoke-on-Trent Sustainability and Transformation Plan (December 2016); and
- Local Plan consultation (2017).

This chapter has been compiled using the best available information regarding the provision of healthcare. Contact was made with the North Staffordshire and Stoke on Trent CCG who stated they are currently preparing plans and a business case to reconfigure services and infrastructure; as such they have responded as best as they are able at this point in time.

13.2 Current Infrastructure

There are two Clinical Commissioning Groups (CCGs) operating within Staffordshire Moorlands: North Staffordshire CCG and Stoke CCG. The Clinical Commissioning Groups are a clinically-led, statutory NHS body which replaced the Primary Care Trusts in 2013. The CCGs are currently undergoing a process to integrate their management structures across the country to provide a more comprehensive approach. 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, including primary care. 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.
- 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. However, Local Authorities have significantly disinvested in public health and well-being services as a knock on effect of reduced funding provision. It is likely that these services previously provided by the Local Authority will be picked up within the health service.

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 39 below. Practices are generally clustered around the three main towns, with additional provision in the villages of Werrington, Tean, Waterhouses and Alton.

Table 39: GP Practices in the District

| Practice Name | Locality | List Size |
|---------------------|------------|-----------|
| Werrington Practice | Werrington | 7,752 |

| Practice Name | Locality | List Size |
|----------------------------|-------------|-----------|
| 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 39 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 40: 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 |

| Practice Name | Postcode | Locality |
|----------------------|----------|----------|
| 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.

However, conversations with the North Staffordshire and Stoke CCGs confirmed that on-going consultation is taking place in regards to the reduction of community beds within the Leek Moorlands and Cheadle Community Hospitals. This is part of a process to move away from a bed based recovery model to allow people to go back home.

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 2031¹⁹, with the number of over 65's representing the age group with the largest growth.

¹⁹ 2012-based Sub-National Population Projections

- **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 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. In addition, conversations with the North Staffordshire and Stoke CCG suggest that recruitment shortages extends beyond just GPs, with difficulties to recruit staff across the health service.

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 that threshold within Staffordshire Moorlands. However, there are also equal numbers of practices which have smaller list sizes that 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.

13.5.2 Secondary Care

The University Hospitals of North Midlands NHS Trust Annual Report 2015/16 set out that the Royal Stoke University Hospital was rebuilt between 2009 and 2015, following a £370m private finance initiative. This has resulted in the opening of a new 28-bed children's ward, 120 new adult beds, 12 new critical care beds, two new theatres and 300 new patient and visitor car parking spaces. However, Royal Stoke University Hospital was put into financial special measures in 2017 due to on-going financial difficulty.

County Hospital is undergoing a three year £60m refurbishment as part of the integration of the two hospitals.

13.6 Planned Schemes

The Staffordshire and Stoke-on-Trent Sustainability and Transformation Plan (2017) outlines how NHS and Local Authorities across Staffordshire and Stoke-on-Trent are working together to deliver local health and social care services over the next 5 years (until 2022).

The Sustainability and Transformation Plan outline the following approaches to delivery of health services:

- Increasing local services delivered in the community through specialised multi-disciplinary teams,
- Encouraging self-care and for people to live healthy lifestyles and avoid illness
- Bring people the tools and technology to help manage their own conditions when they are ill
- Reducing local reliance on bed based services by improving community services, with people returning to their homes after treatment as quickly as possible,
- Create Planned Care centres to reduce duplication of services and make the best use of existing land and services,
- Simplifying the urgent and emergency care system to improve waiting times

The Staffordshire and Stoke CCG stated that whilst they are far more advanced than many other areas in bringing forwards their local Sustainability and Transformation Plan, it is still in the early stages of consultation with the public and key stakeholders to discuss delivery of the plan.

In line with the Sustainability and Transformation Plan, North Staffordshire CCG and Stoke on Trent CCG are currently developing a Pre Consultation Business Case that covers services across North Staffordshire which will be submitted to NHS England for approval. This business case will consider the options around the reconfiguration of services and the infrastructure requirements that will underpin the transformation of services within specific localities. A comprehensive consultation process will follow the approval of the Business Case and significant transformation of the NHS estate is likely to take place over the coming years through the Pan Staffordshire Strategic Transformation Partnership.

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

The CCG are currently developing their business case which sets out future transformational change of services. This level of restructuring and change means the evidence is not currently available in order to determine the impact of Local Plan growth on NHS primary and secondary care services.

The North Staffordshire CCG consultation response to the Local Plan (2017) requested continued work with SMDC including engagement at the earliest possible stage on pre-applications and applications over 30 dwellings or any that have a clearly defined impact on health services such as residential care homes or supported housing schemes.

Whilst the CCG finalise plans for next 5 – 10 years, Local Plan growth proposals means there is a potential requirement for expansion of GP surgeries in Leek and Biddulph in the long term to take account of growing demand and GP practices currently meeting NHS expected list sizes. This requirement will be formalised through CCG working with SMDC on individual applications for development.

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

Table 41: Health Infrastructure Summary

| 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

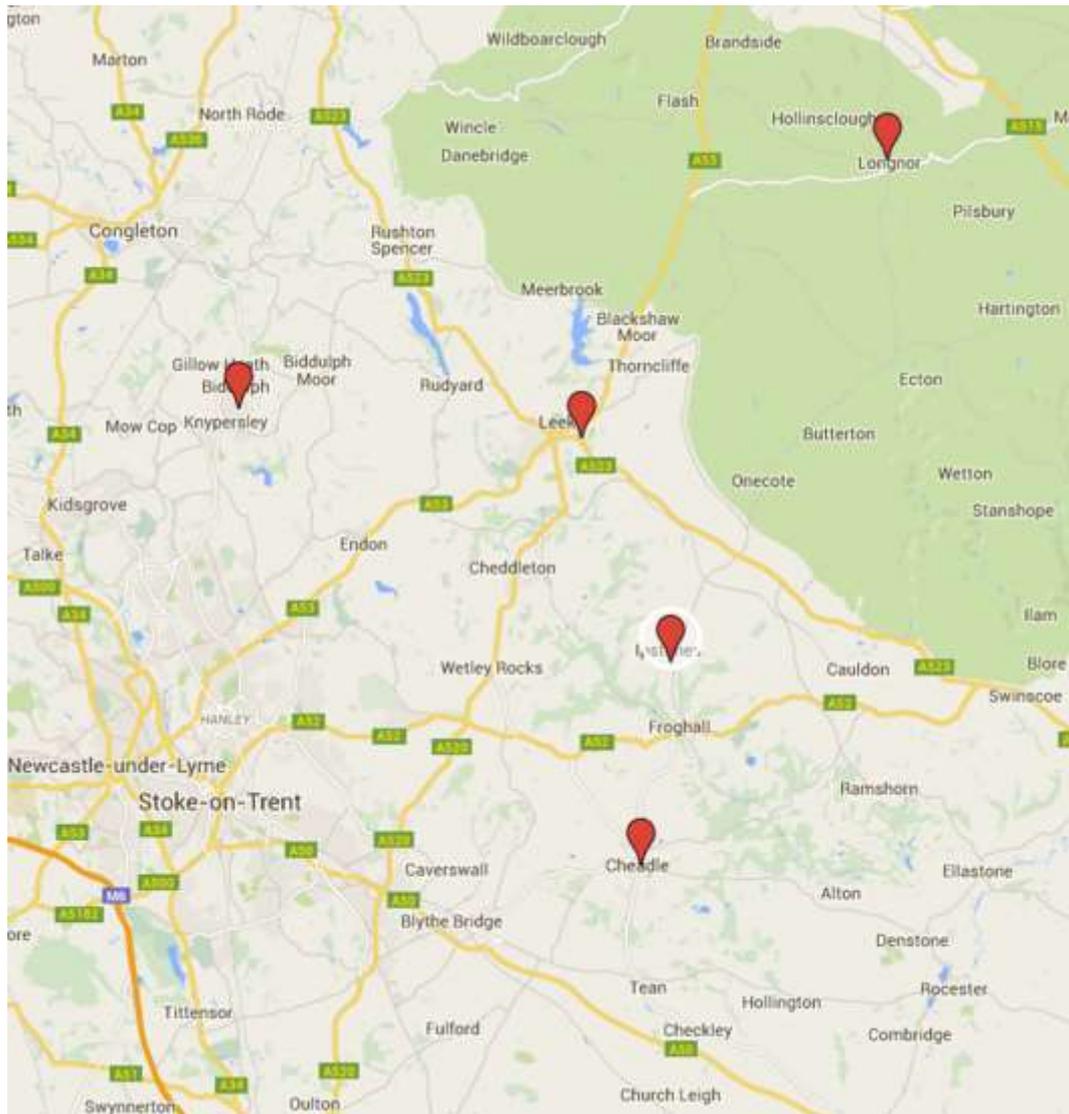
14.2.1 Fire and Rescue Service

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 20 shows the locations of these stations.

Figure 19: Location of Fire Stations in the District



In its 2014-2017 Corporate Safety Plan, SFRS highlights that it is one of the best performing fire and rescue services in the country. This has been achieved by implementing the following approaches:

- Utilising new technology, equipment and training to allow for alternative approaches,
- Working closely with communities and partners,
- Invest in proactive, risk reduction activities,
- Be accountable to communities for the service they provide.

14.2.2 Police Service

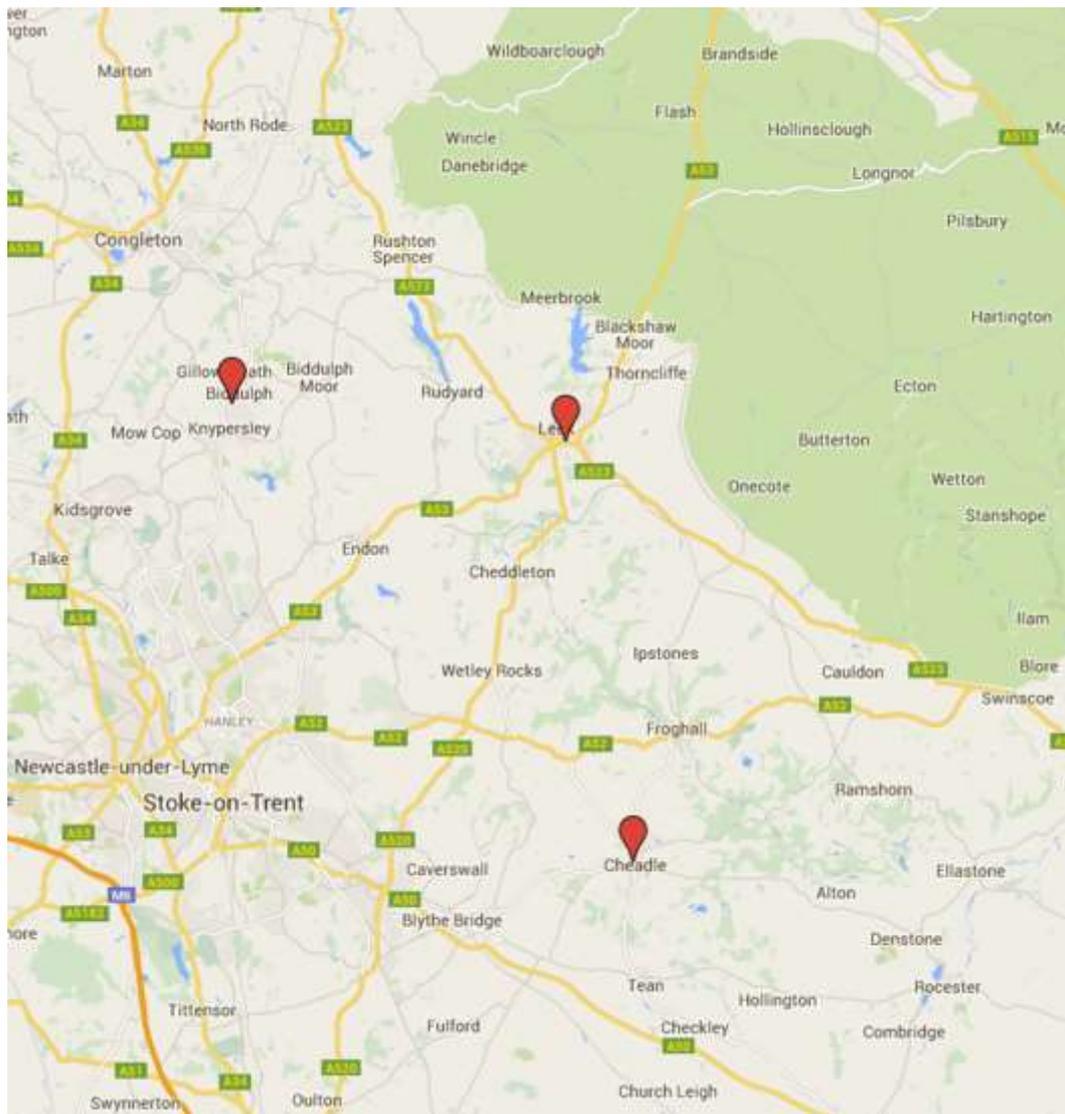
Policing across Staffordshire Moorlands is provided by Staffordshire Police, who serve the borough from the following facilities:

- **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 21 shows the location of Staffordshire Moorlands' police stations.

Figure 20: 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
- Oakamoor
- 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 2017 North Staffordshire Ambulance Staff moved to their new base off the A500 in Stoke which replaced their old site in Etura. The new facility is the biggest ambulance hub in the West Midlands and will be the operating base for around 250 staff and more than 50 ambulances²⁰

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)

²⁰ <https://wmas.nhs.uk/2017/06/12/new-ambulance-hub-opens-half-a-century-after-the-previous-one-did/> accessed 5th January 2018

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

Table 42: Emergency Services Infrastructure Summary

| Ref | Scheme | District or County | Essential or Desirable | Lead Delivery Agency | Delivery Mechanism | Cost | Delivery Phasing | Gaps in Funding |
|-----|-------------|--------------------|---|----------------------|----------------------------|---------------------------|------------------|---|
| 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 43 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 43: 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 | Cornhill East access road | Essential | SCC, SMDC | Private developer directly delivered / funded / S106 | Unknown | Medium term up to 2020 | Funding through investment – 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 | Cheadle | District | Mobberley Farm access road | Essential | SCC, SMDC | Private developer directly delivered / funded / S106 | Unknown | Long term aspiration | Funding linked to delivery of development – uncommitted |
| T4 | Cheadle | County | Connectivity to Blythe Bridge and enhanced interchange | Desirable | SCC, SMDC | Operator revenue funded / S106 - supported by SCC funding if required | Unknown | Long term aspiration | Funding linked to delivery of development – uncommitted |
| T5 | 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 |
| T6 | Blythe Bridge | District | Additional parking at Blythe Bridge station | Desirable | SCC, SMDC | Public (SCC) / Private (TOC) partnership | Unknown | Long term up to 2031 | Funding through investment – uncommitted |
| T7 | Blythe Bridge | District | Detailed traffic assessment of A50 / A521 junction in relation to development proposals | Essential | SMDC / SCC / Highways England | Local authority / private developer. | Unknown | Short to medium term | Funding linked to delivery of development – uncommitted. |
| T8 | Leek | County | Cornhill Link Road (dependent on development of the access road) | Desirable | SCC, SMDC | Private developer directly delivered / funded / S106 | Unknown | Long term aspiration | Gap |

| Ref | Location | Spatial Scale | Scheme | Essential or Desirable | Lead Delivery Agency | Delivery Mechanism (likely where not known) | Cost | Delivery Phasing | Gaps in Funding |
|-----|----------|---------------|---|------------------------------|----------------------------------|--|---------|-----------------------------|---|
| 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 and S106 – 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 | SMDC / Railway agency | 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, Canal and River Trust | 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 / S106 | Unknown | Long term up to 2031 | Funding through investment – uncommitted |
| T18 | Biddulph | District | Town centre cycle parking facilities | Desirable | SCC, SMDC | LSTF or equivalent / S106 | Unknown | Long term up to 2031 | Funding through investment – uncommitted |

| Ref | Location | Spatial Scale | Scheme | Essential or Desirable | Lead Delivery Agency | Delivery Mechanism (likely where not known) | Cost | Delivery Phasing | Gaps in Funding |
|-----------|-------------------|---------------|---|------------------------|---|---|-------------------|------------------------|--|
| T19 | Cheadle | District | Mitigation measures for congestion around Chapel Street / Tape Street | Essential | SCC, SMDC | Local Authority funded and delivered / S106 | Unknown | Medium term | Funding through investment – uncommitted |
| T20 | Cheadle | District | Heavy vehicle strategy for improved signage. | Desirable | SCC, SMDC | Local Authority delivered – possible user fee revenue / S106 | Unknown | Long term up to 2031 | Funding through investment – uncommitted |
| T21 | Cheadle | District | Improved pedestrian routes | Desirable | SCC, SMDC | LSTF or equivalent / S106 | Unknown | Medium term | Funding through investment – uncommitted |
| T22 | Cheadle | County | On-carriageway cycle routes | Desirable | SCC, SMDC | Local Authority / S106 | Unknown | Medium term | Funding through investment – uncommitted |
| T23 | Cheadle | County | Parking bays and enforcement on high street | Desirable | SCC, SMDC | Local Authority /; S106 | Unknown | Medium term | Funding through investment - uncommitted |
| T24 | Cheadle | County | Mobberley Farm link road (dependent on access road being delivered) | Desirable | SCC, SMDC | Private developer directly delivered / funded / S106 | Unknown | Long term aspiration | Gap |
| T25 | 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 |
| T26 | District wide | County | HS2 released capacity | Desirable | Network Rail, HS2 Ltd | Central government hybrid bill | Approx. £40bn | Long term - 2033 | Funding committed nationally |
| T27 | 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 |
| T 28 | District Wide | District | Measures in Green Infrastructure Strategy | Desirable | SCC / SMDC / Staffordshire Wildlife Trust / Churnet Valley Living Landscape Partnership | S106 / CIL / Local Authority | Unknown | Across the plan period | Funding through investment and development - uncommitted |
| Education | | | | | | | | | |

| Ref | Location | Spatial Scale | Scheme | Essential or Desirable | Lead Delivery Agency | Delivery Mechanism (likely where not known) | 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 | Primary school expansion | 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 through expansion of existing schools. | 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 | Blythe Bridge | County | Requirement for additional primary and high school places | Essential | SCC, SMDC | LEA / S106 / CIL | Unknown | Linked to rate and distribution of delivery | Funding through investment plan / development – uncommitted |
| E7 | Cheadle Rural South | County | Requirement for additional primary school places | Essential | SCC, SMDC | LEA / S106 / CIL | Unknown | Linked to rate and distribution of delivery | Funding through investment plan / development – uncommitted |
| E8 | Endon and Moorside | County | Additional high school places may be required | Essential | SCC, SMDC | LEA / S106 / CIL | Unknown | Linked to rate and distribution of delivery | Funding through investment plan / development – uncommitted |
| E9 | Rural | County | Additional first/primary school places are likely to be required | Essential | SCC, SMDC | LEA / S106 / CIL | Unknown | Linked to rate and distribution of delivery | Funding through investment plan / |

| Ref | Location | Spatial Scale | Scheme | Essential or Desirable | Lead Delivery Agency | Delivery Mechanism (likely where not known) | Cost | Delivery Phasing | Gaps in Funding |
|-------------------------|---------------------|---------------|---|------------------------|-------------------------------|---|-------------------|---|---|
| | | | | | | | | | development – uncommitted |
| Utilities | | | | | | | | | |
| U1 | Endon to Cheddleton | County | Rebuild 33kV circuit between Endon and Chedderton | Desirable | Western Power Distribution | WPD capital investment plan | Unknown | Due to be delivered in 2018 | No gap |
| U2 | Froghall | County | Expansion of sewage treatment works | Essential | Severn Trent Water | Severn Trent Water Capital Finance | Unknown | Unknown | 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 | Brown Edge | District | Brown Edge Flood Alleviation Scheme: Measures required to manage surface water runoff from agricultural land | Essential | SCC | FCRM Grant in Aid / Trent RFCC Local Levy / Public Sector Contributions | Unknown | April 2021 (subject to availability of funding) | None currently identified |
| FL2 | Endon | District | Village Brook Flood Alleviation Scheme: Engineering measures through the village and Natural Flood Management measures in the upstream catchment. | Essential | SCC | FCRM Grant in Aid / Trent RFCC Local Levy / Public Sector Contributions | Unknown | April 2019 (subject to availability of funding) | None currently identified |
| FL3 | 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 |
| FL4 | Leekbrook | District | Construction of flood defences to reduce risk of flooding to properties near confluence of River Churnet and Leek Brook. | Essential | Environment Agency | FCRM Grant in Aid | Unknown | Short term (April 2019, subject to availability of funding) | None currently identified |
| FL5 | Leek (Mount Road) | County | Flood alleviation | Essential | Severn Trent Water | Severn Trent Capital Finance | Unknown | Due to be delivered in 2021 | No gap |

| Ref | Location | Spatial Scale | Scheme | Essential or Desirable | Lead Delivery Agency | Delivery Mechanism (likely where not known) | Cost | Delivery Phasing | Gaps in Funding |
|---|--------------------------|---------------|--|---|---|---|---------|----------------------------|--|
| FL6 | Biddulph (Tunstall Road) | County | Flood alleviation | Essential | Severn Trent Water | Severn Trent Capital Finance | Unknown | Unknown | No gap |
| FL7 | Upper Tean | County | Flood alleviation | Essential | Severn Trent Water | Severn Trent Capital Finance | Unknown | Unknown | No gap |
| 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 / S106 / 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 |
| G5 | District Wide | District | Measures in Green Infrastructure Strategy | Desirable | SCC / SMDC / Staffordshire Wildlife Trust / Churnet Valley Living Landscape Partnership | S106 / CIL / Local Authority | Unknown | Across the plan period | Funding through investment and development - uncommitted |
| Sport, Leisure and Recreation | | | | | | | | | |

| Ref | Location | Spatial Scale | Scheme | Essential or Desirable | Lead Delivery Agency | Delivery Mechanism (likely where not known) | Cost | Delivery Phasing | Gaps in Funding |
|------------------------|-----------------|---------------|---|------------------------|---|---|---------|--|---|
| S1 | Leek | District | New rugby union, junior football and cricket pitches. | Desirable | SMDC | SMDC capital plans / S106 / CIL | Unknown | Medium term (5 – 10 years) | Funding through capital plan – uncommitted |
| S2 | Biddulph | District | New football and cricket playing pitches. | Desirable | SMDC | SMDC capital plans / S106 / CIL | Unknown | Medium term (5 – 10 years) | Funding through capital plan – uncommitted |
| S3 | Cheadle | District | New football and cricket pitches. | Desirable | SMDC | SMDC capital plans / S106 / CIL | Unknown | Medium term (5 – 10 years) | Funding through capital plan – uncommitted |
| S4 | Rural Areas | District | New cricket pitches | Desirable | SMDC | SMDC Capital Plan | Unknown | Medium term (5 – 10 years) | Funded through capital plan – uncommitted |
| S5 | Across District | District | New 3 G pitches | Desirable | SMDC | SMDC Capital Plan | Unknown | Short to medium term | 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 | | | | | | | | | |

| Ref | Location | Spatial Scale | Scheme | Essential or Desirable | Lead Delivery Agency | Delivery Mechanism (likely where not known) | Cost | Delivery Phasing | Gaps in Funding |
|-----|-------------|---------------|---|------------------------|----------------------------|---|---------|----------------------------|---|
| ES1 | 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 |

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 grants²¹

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.

SMDC will use to the outcome of the IDP and viability analysis work to consider the position on CIL. The IDP identifies potential opportunities for funding from CIL should SMDC decide to pursue this option.

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.

²¹ This document was drafted before the result of the EU referendum in June 2016.

- Compensate for loss or damage (such as loss of open space) created by a development.
- Mitigate impact from a development.

It should be noted that if SMDC proceeds with 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 Local Plan. 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 associated with 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 developer contributions such as S106 and 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 could be further supported if SMDC decided to adopt a CIL as the completion of the Regulation 123 list would feature infrastructure priorities.

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 Local Plan makes provisions for an additional 6,080 homes and 27 hectares of employment land across the district up to the year 2031. The Local Plan sets out growth proposals up to 2031 and distributes growth between the three towns and larger villages.

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 Local Plan can be supported by current and planned infrastructure. Schemes are identified which align with the spatial distribution of growth proposals in the Local Plan 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. The conclusions take account of '2017 new requirement' housing figures as shown in table 4 and interventions required across the plan period up to 2031 with timings specified in the summary table in section 15.

17.1.1 Leek

The Local Plan specifies growth of 1,015 additional dwellings and 8.1 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:

- Access roads to Cornhill East;
- A reconfigured bus station and an enhanced service to Hanley;

- A new first school and expanded middle school provision;
- Flood alleviation measures along Mount Road;
- Further investment in Brough Park;
- Provision of 3G, football and cricket pitches; and
- Expansion of GP surgeries where patient demand results in list sizes exceeding the NHS recommended range.

17.1.2 Biddulph

The Local Plan specifies growth of 885 net additional dwellings and 5.4 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;
- Provision of primary school middle and high school places through expansion of existing schools;
- Increased measures to prevent surface water flooding and flood alleviation measures along Tunstall Road;
- New facilities for young people;
- Provision of football and cricket pitches; and
- Expansion of GP surgeries where patient demand results in list sizes exceeding the NHS recommended range.

17.1.3 Cheadle

The Local Plan specifies growth of 1,166 net additional dwellings and 5.4 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 around Chapel Street / Tape Street;
- A southbound lane along the A52;
- Access roads at Mobberley Farm;
- Improved connectivity to Blythe Bridge and pedestrian routes;
- A new primary school site;
- Provision of football and cricket pitches; and
- New park and play space.

17.1.4 Larger Villages

The Local Plan specifies growth of 793 net additional dwellings and 8.1 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 with limited development in smaller villages and the rural area.

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;
- Assessment of junction improvements around Blythe Bridge in relation to new development proposals;
- Diverted watercourse to reduce flooding in Brown Edge;
- Reduced flooding from Village Brook in Endon;
- Increased capacity at Frogall sewage treatment works;
- Provision of cricket pitches; 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’ more than 5 developer contributions, this would be addressed should SMDC decide to proceed with CIL.

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: Across the District the network is largely considered fit for purpose due to recent investments and improvements along the A527 and the A50. Transport interventions identified in this IDP relate to investment in junction improvements and 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.

Highways interventions for Leek and Cheadle centre on delivering new access roads as part of development proposals. Access roads at Cornhill, Leek and Mobberley Farm in Cheadle provide the opportunity to establish link roads in these towns, if this was required towards the end of the plan period. In Cheadle mitigation measures have also been identified to alleviate issues around Chapel Street / Tape Street. It is envisaged transport schemes will be funded through S206 and S278 agreements with any gaps topped up by the SCC Integrated Transport Pot. In Biddulph, Highways England has recommended a more detailed traffic assessment at Blythe Bridge to understand the impact of development proposals on the A50 / A521 junction.

Access to the rail network is limited with Blythe Bridge and neighbouring Stoke providing important connection points; there are also 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. There are also opportunities to integrate active travel and public transport modes.

Education: The western part of the District is influenced by movements of pupils into and out of Stoke on Trent whilst the rural eastern parts experience smaller class sizes and greater levels of available school places. School provision is relatively steady and the need for new provision is linked to housing allocations and levels of growth set out in the Local Plan. As a result of growth proposals in the Local Plan 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. In Rural Areas pupil numbers are subject to fluctuation with available capacity requiring close monitoring.

Utilities: There is a known issue with the electricity network voltage constraints in the south of Staffordshire Moorlands. The Leek substation is currently over capacity and the Froghall, Kingsley Holt and Cheddleton substations are approaching capacity. Western Power Distribution is the Distribution Network Operator and will provide connection services to new developments, with developers contributing towards substation upgrades. There are no schemes currently identified for 2017 onwards. In response to Local Plan proposals,

Western Power Distribution would target work to the network where the load is likely to be higher and respond to gaps in provision. Any improvements to the network will be driven by development coming forward and development contributions.

For gas provision there are no known shortfalls in gas distribution as a result of Local Plan proposals. This is also the case for water provision where there are no known issues in relation to water supply or waste water infrastructure. As a result of Local Plan proposals Severn Trent have identified potential future capacity issues subject to hydraulic modelling. They have identified the need for future monitoring to ensure provision are made if developments come forward. Plans are also being progressed for a scheme to increase capacity at the Frogall sewage treatment works.

Telecommunications: Within Staffordshire Moorlands there are recognised constraints to the quality and speed of broadband provision and the level of access for mobile telephony. Superfast Staffordshire stated that by the end of 2018, approximately 96% of the District will have superfast broadband coverage, leaving 4% (around 2,600 houses) still requiring an upgrade. This 4% is predominantly located in rural areas.

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: Staffordshire Moorlands is not considered to be a high flood risk area. The 2010 Staffordshire Preliminary Flood Risk Assessment noted persistent flooding takes place on the Lower Tean, in Brown Edge and in Endon, whilst the Environment Agency identified that new development schemes should take account of flood risk along the Churnet Valley. Planned schemes have been identified at these locations to divert existing watercourses and reduce flooding problems. Flood prevention measures relating to the reduction of sewer flooding have also been identified by Severn Trent to alleviate issues around Mount Road in Leek, Tunstall Road in Biddulph and the Upper Tean. Sustainable Urban Drainage Systems (SuDS) have been identified by SMDC as a means to manage surface water discharge rates, particularly in locations within Biddulph. The Environment Agency also advocates the use of natural flood risk management measures.

Waste Management: There is currently sufficient capacity within the existing Waste Treatment Facilities within the district. Levels of growth proposed in the Local Plan 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: Taking account of green infrastructure accessibility standards set out in the Open Space Standards report (2017), populated areas generally have good access to at least one form of green

infrastructure. There is more limited provision in rural areas. There is good provision for parks and gardens in the Leek area and gaps elsewhere across the District, however these areas are well served by other forms of open space provision. The Open Space Standards report (2017) identified deficiency in parks and gardens provision in Cheadle and Biddulph. There is good coverage of play area provision for children and young people across the District with only minor gaps identified, however quality of provision is mixed. Supply and demand for allotment space is fairly evenly balanced with reasonable waiting times across the District. There are no significant gaps in amenity green space provision although quality standards need to be addressed. There are also no significant shortfalls in provision of green corridors although there are opportunities to upgrade and enhance access. Natural and semi-natural green space is considered to be sufficient in terms of quantity, accessibility and quality although this could be further enhanced. For civic spaces the Open Space Standards report (2017) found provision is acceptable with a new space being developed at Sparrow Park, and future focus should be on ensuring quality of existing provision.

Sport, Leisure and Recreation: Improvements have been made to facilities across the district with investment in ‘sportshubs’ in the three towns. Based on identified standards, the Playing Pitch Strategy and Action Plan (2017) identifies that hockey, bowls and tennis pitch provision are expected to meet future demand. Issues tend to be around quality of provision, although there are shortfalls in provision of 3G pitches across the District as well as football pitches and cricket pitches in all three towns. It is anticipated future interventions will be largely delivered through future grants (such as those from Sport England) or through developer contributions. Due to anticipated levels of future demand, there is a need to protect existing outdoor sports provision or replace provision to an equal quantity where there is demand for development.

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 with Leek Cemetery nearing burial capacity, however Buxton Road Cemetery has available capacity with scope for further expansion.

Health: The CCG are in the process of developing a business case and plans to reconfigure services and infrastructure, as such the IDP captures their response which is reflective of this current position.

GP practices are mainly clustered around the three main towns with additional provision in the larger villages. With the exception of the larger villages, GP list sizes are slightly below or at the lower end of NHS recommended ranges with capacity in some of the Leek and Cheadle practices. Dental and pharmacy provision is also mainly clustered around the three main towns with some provision in rural areas. For primary care services, some GP practices in Leek and Biddulph where list sizes are currently within the NHS recommended range, will

need to consider future expansion in the longer term to take account of increasing demand as a result of Local Plan proposals.

In terms of secondary care there are plans for a reduction of community beds within Leek Moorland and Cheadle Community Hospitals with a move away from a bed based recovery model to allow people to go back home. Secondary care provision is mainly provided in neighbouring Stoke-on-Trent.

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;
- Close working with the CCG to understand future plans once the business case has been finalised including SMDC planning team engagement in CCG consultations;
- Continue engagement with the CCG through the planning process including consultation on individual applications over 30 dwellings;
- Continue engagement with Highways England in relation to proposals around Blythe Bridge;
- Ensure existing allocations are converted into funding commitments;
- Capturing future developer contributions through S106 and / or CIL;
- Identifying future investment opportunities resulting from Northern Gateway discussions with the City Region and the LEP;
- Continued close working arrangements by SMDC with partners to prioritise delivery of strategic infrastructure; and
- Monitor the delivery of schemes identified in the IDP to track delivery against development proposed in the Local plan and enable mitigation for infrastructure where there is less certainty in delivery