



## National Highways Planning Response (NHPR 21-09) Formal Recommendation to an Application for Planning Permission

From: Andrew Jinks (Regional Director)  
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To: Staffs Moorlands FAO Alisia Berry

CC: [transportplanning@dft.gov.uk](mailto:transportplanning@dft.gov.uk)  
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**Council's Reference:** SMD/2021/0418

**Location:** Land South East Of A521, Uttoxeter Road, Draycott In The Moors, Staffordshire.

**Proposal:** : Full planning application for residential development of 200 dwellings (Use Class C3), access and internal roads for vehicles, footpaths and cycle linkages, parking, public open space and landscaping, ecological habitats, community orchard, sustainable drainage measures, and associated infrastructure and earthworks.

### National Highways Ref: 92709

Referring to the consultation on a planning application dated 22 September 2021 referenced above, in the vicinity of the A50 that forms part of the Strategic Road Network, notice is hereby given that National Highways' formal recommendation is that we:

- ~~a) Offers No Objection (see reason Annexe A)~~
- ~~b) Recommend that Conditions should be attached to any planning permission that may be granted (see Annexe A National Highways recommended Planning Conditions Reasons)~~
- c) Recommend that planning permission Not be Granted for a specific period (see reason Annexe A)
- ~~d) Recommend that the application is refused (see reasons Annexe A)~~

Highways Act 1980 Section 175B is not relevant to this application.<sup>1</sup>

This represents National Highways' formal recommendation and is copied to the Department for Transport as per the terms of our Licence.

Should the Local Planning Authority not propose to determine the application in accordance with this recommendation they are required to consult the Secretary of State for Transport, as set out in the [Town and Country Planning \(Development Affecting Trunk Roads\) Direction 2018](#), via [transportplanning@dft.gov.uk](mailto:transportplanning@dft.gov.uk) and may not determine the application until the consultation process is complete.

|                                                                                                                                                                           |                                            |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------|
| <b>Signature:</b>                                                                        | <b>Date:</b> 13 September 2021             |
| <b>Name:</b> David Pyner                                                                                                                                                  | <b>Position:</b> Assistant Spatial Planner |
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<sup>1</sup> Where relevant, further information will be provided within Annex A.

## **Annex A**     **National Highway's assessment of the proposed development**

National Highways has been appointed by the Secretary of State for Transport as a strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). The SRN is a critical national asset and as such we work to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

### **Recommended Non-Approval**

It is recommended that the application should not be approved until the transport modelling has been revised.

National Highways (formally Highways England) notes that the proposed site has been assessed for 220 dwellings on land to the south of, and accessed via, the consented Blythe Vale Phase 1 site. The development parcel is to form Phase 2 of the Blythe Vale development and is located adjacent to the A50, which forms part of the SRN.

For context, Phase 1 included 146 dwellings (SMD/2017/0512 and SMD/2018/0790) and was granted permission in May 2020. We previously provided comments in September 2021 in relation to the scoping of the Access Options technical note and associated drawings for Blythe Vale Phase 2. We have recently reviewed the Transport Assessment dated 18 June 2021, and we have the following comments.

### **Trip Generation and Distribution**

We have reviewed both the trip generation and distribution assessment. We agree that the trip generation and distribution assessments imply a material impact on the A50/A521 roundabout and that further assessments are required at this junction.

### **Modelling A50/A521 Roundabout**

The use of queue data to validate the accuracy of the model is required in order to ensure that the model reflects the existing junction operation. If necessary adjustments in the model may be required to validate the model to the existing junction performance.

Additionally, we understand that the model has been constructed using geometric capacity. However, we request that the geometric drawings be provided for our review, preferably in AutoCAD format. Our high-level review notes potential concern in regards to the entry width measurement for the eastern arm, please note that all geometries need to be measured in accordance with the Junctions 9 guidance. If during your review you find any geometric errors, we recommend that these are revised and provided for our review. A full review of the geometric parameters presented will occur

once we have the relevant files showing how these measurements have been calculated.

### Construction Environment Management Plan (CEMP)

We have recently reviewed a CEMP dated 7 October 2021 and are content that this is acceptable. Implementation of the CEMP should be a condition of consent.

### Drainage

The Documents accompanying the application includes a Drainage Strategy, which seeks to make use of the surface water connection permitted for the Phase 1 development.

The Drainage Strategy for Phase 2 seeks to increase the total discharge rate to 82 l/s; an increase of some 54 l/s. National Highways has engaged in previous discussions with applicant in relation to the S100(4) Licence regarding the point of outfall of Phase 1 surface water into the culvert beneath the A50. The concession to accept the drainage outfall and the Licence (as established by the Phase 1 consent SMD/2018/0790 Condition 39) was made on the basis of there being an absolute limit on the outfall rate of 28 l/s.

Accordingly, the drainage strategy for Phase 2 will require further consideration and need to be amended.

**In light of the above Highways England recommends that the application not be granted for a period of three months from the date of this notice, recommending the submission of additional information mentioned above.**