



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

From: Andrew Jinks (Regional Director)
Operations Directorate
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To: Staffordshire Moorlands District Council FAO Ailsa Berry

CC: transportplanning@dft.gov.uk
spatialplanning@highwaysengland.co.uk

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) offer no objection (see reasons at Annex A);~~
- ~~b) recommend that conditions should be attached to any planning permission that may be granted (see Annex A – National Highways recommended Planning Conditions & reasons);~~
- c) recommend that planning permission not be granted for a specified period (see reasons at Annex A);
- ~~d) recommend that the application be refused (see reasons at Annex A)~~

Highways Act 1980 Section 175B is not relevant to this application.¹

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 and may not determine the application until the consultation process is complete.

Signature:	Date: 12 April; 2022
Name: David Pyner	Position: Assistant Spatial Planner
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¹ Where relevant, further information will be provided within Annex A.

Annex A **National Highways' 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

Thank you for the further information provided on the 10 March 2022 regarding queue length, National Highways are now content with Transport Matters.

National Highways has been engaged with application seeking further clarification on outstanding matters, in particular matters relating to the proposed drainage strategy and we have been provided with a supplementary statement on 15 February 2022.

The supplementary statement is selective in that it seeks to address one issue only, namely the lack of capacity assessment of the 900mm diameter A50 culvert. The document seeks to demonstrate the culvert has sufficient theoretical capacity to accommodate the attenuated flows of the 23 ha contributing area. Moreover, the argument presented is the attenuated development flow provides betterment over the existing uncontrolled greenfield runoff. National Highways raised concerns regarding gaps in quantitative data on the existing situation with culvert and is now in recent receipt of further information from the applicant on this issue. This is currently being reviewed and we will be responding to the applicant directly in due course.

We note the ongoing review of the applicant's Financial Viability Assessment report by the Council. Whilst we recognise this is an issue for the Council and applicant to consider, our position is that of a Highway Authority whose assets will be affected by third party development. Therefore, we have requested an update from the applicant on the review of the FVA report and whether it has been accepted.

It is clear that we are moving towards a position whereby the proposed the drainage strategy for Phase 2 can deemed acceptable, subject to confirmation of the above

In light of the above, National Highways 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.