



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

From: Andrew Jinks (Regional Director)
Operations Directorate
Midlands Region
National Highways
PlanningM@nationalhighways.co.uk

To: Staffordshire Moorlands District Council FAO Ben Haywood

CC: transportplanning@dft.gov.uk
spatialplanning@nationalhighways.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: 5 th August 2022
Name: Patrick Thomas	Position: Spatial Planner
National Highways National Highways The Cube 199 Wharfside Street Birmingham B1 1RN Patrick.Thomas@nationalhighways.co.uk	

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.

This response represents our formal recommendations with regard to application SMD/2021/0418 and has been prepared by Patrick Thomas, Spatial Planner for National Highways.

Further to our letter dated 14th July, National Highways has continued to engage with applicant and has obtained further clarification on outstanding matters, in particular matters relating to the proposed drainage strategy.

We are now content that the developer has satisfactorily demonstrated that the existing A50 culvert can accommodate the proposed increased in discharge rate to 81.95 l/s, which represents to the total combined flow rate for Phases 1 and 2 of the development.

Furthermore, the proposed discharge rate and other maintenance obligations will also be secured through a separate legal agreement (as is the case with Phase 1), which will help to provide the Highway Authority with additional comfort regarding the post-development scenario and will include sufficient safeguards to protect our drainage asset in the unlikely event that the proposed rate of flow is breached.

We note the applicant's Financial Viability Assessment report has now been accepted 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 and that other infrastructure options to retain surface water on-site have been demonstrated to be financially unviable for the developer.

Accordingly, I am pleased to say we have reached a position whereby the proposed the drainage strategy for Phase 2 can deemed acceptable. As such, following the discussions held and in the interest of mitigating the impact of the development as much as possible, we recommend that the application can be granted permission, subject to the following conditions:

Condition 1: The development hereby permitted shall not commence on any phase until drainage plans for the disposal of foul and surface water flows for that phase have been submitted to and approved in writing by the Local Planning Authority, in consultation with National Highways, and the scheme shall be implemented in

accordance with the approved details before the relevant phase of the development is first brought into use.

Reason: To ensure that the development is provided with a satisfactory means of drainage as well as to prevent or to avoid exacerbating any flooding issues and to minimise the risk of pollution

Condition 2: The development permitted by this planning permission shall only be carried out in accordance with the Flood Risk Assessment & Outline Drainage Strategy Report (Ref.R100, Rev 1.2, June 2021) including the following mitigation measures detailed within the FRA:

- Limiting the surface water run-off generated by the site to a maximum of 81.95 l/s, representing the maximum combined rate for development Phases 1 and 2 so that it will not exceed the run-off from the undeveloped site and not increase the risk of flooding off-site.
- Provision of an appropriate volume of attenuation flood storage on the site, to a 100yr + CC standard. • Finished floor levels are set no lower than 150mm above ground level.

Reason: To mitigate the risk of flooding

Condition 3: Prior to the first occupation of the development permitted by the planning permission, the details of the maintenance schedule for the surface water system, above ground storage area and retained pond together with full details of the mechanisms, including any proposed responsible body, intended to secure the implementation of the maintenance schedule shall submitted to and approved in writing by the Local Planning Authority, in consultation with National Highways. The approved maintenance schedule shall be implemented for the lifetime of the development. Any alteration to this maintenance schedule shall be approved in writing by the Local Planning Authority in consultation with Highways England prior to any deviation from it.

Reason: To mitigate the risk of flooding.