

Proposed Residential Development
Froghall Road, Cheadle
Application Ref: SMD/2021/0610
Appeal Ref: APP/B3438/W/24/3351035

January 2025

SUMMARY EVIDENCE ON TRANSPORT AND HIGHWAYS MATTERS

REPORT

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1 QUALIFICATIONS

- 1.1.1** My name is Philip James Wooliscroft. I hold an MSc in Transport and Logistics from Cranfield University and a Higher National Certificate in Civil Engineering Studies from City College, St Albans.
- 1.1.2** I have practiced in the field of transport planning and traffic engineering for more than 30 years. I began with South Bedfordshire District Council in 1986 before moving into the private sector with Colquhoun Transportation Planning, The MVA Consultancy and The Denis Wilson Partnership from 1990.
- 1.1.3** I joined Savell, Bird and Axon, traffic and transport consultants in 2001 and was employed as a Director in the Company until April 2011 when I set up Croft Transport Planning & Design. Croft was acquired by Eddisons Chartered Surveyors in February 2019 where I am now a Partner.
- 1.1.4** I have provided proofs of evidence on transportation matters recently in respect of both land use changes and major commercial and residential developments.
- 1.1.5** The evidence I have prepared is true and I confirm that the opinions expressed are my true and professional opinions. I understand that my duty is to assist the hearing irrespective of by whom I am instructed.
- 1.1.6** I am familiar with the Appeal Site and the highway network in the local area.

2 BACKGROUND

2.1 Introduction

2.1.1 Eddisons were instructed by Bloor Homes to advise on the traffic and transportation matters relating to proposals to develop a site for residential purposes on land off the A521 Froghall Road in Cheadle. The location of the Appeal Site is shown on **CD1.2**.

2.2 Structure of Evidence

2.2.1 My evidence has been prepared to provide the Inspector with further information regarding the various highways and transport matters relating to the forthcoming appeal by Bloor Homes against Staffordshire Moorlands District Council's (SMDC) decision to refuse outline planning permission (application ref: SMD/2021/0610) of the erection of 215 residential dwellings at the Appeal Site.

2.2.2 None of the three reasons for refusal includes any reference to any transport or highways matter.

2.2.3 It must be noted that all highways and transport matters have been agreed with Staffordshire County Council (SCC), the local highway authority, following the submission and review of the initial Transport Assessment (TA) dated August 2021 (**CD 1.15**) and a number of subsequent formal submissions which responded to comments on the planning application from SCC, which will be set out in more detail in Section 4 of my evidence.

2.2.4 SCC provided confirmation that the Appeal proposals were acceptable via their formal 'Form X' that was dated 15th February 2024 (**CD 3.20**) as follows:

'Application has been subject of extensive discussions, meetings and revisions since initial consultation. Ultimately, redline has been altered to provide visibility commensurate with measured speeds; minimal queuing has been demonstrated on approach to Cheadle town centre; footway is to be provided to link to existing footway network.'

Current proposed site access plan 3277-F06 G is the result of these discussions.

Updated RSA 1 is required for the current proposal. Proposal now shows visibility splay in accordance with measured speeds. Developer still proposes a reduction in the speed limit, which would still be a safety improvement. Provision of this will be subject to TRO process and there is no guarantee that this will be successful. This TRO is desirable but is not essential for provision of a safe access.

Revised Travel Plan has been submitted and approved on 15/02/2024. This approved Travel Plan should be appended to the S106. Travel Plan Sum of £10000 required under S106.

Applicant has agreed to provide S106 for pedestrian improvements on the route to Cheadle town centre. These will comprise dropped crossings and tactile paving on each side of each side road between the site and Cheadle town centre. These estimated at £50000 required under S106 Improvements are also proposed to formal pedestrian crossing facilities on approach to Cheadle town centre. These estimated at £50000 required under S106.

Applicant has agreed to provide subsidy to bus services at £700 per dwelling - required under S106.'

- 2.2.5 The highways and transport matters are also covered in the current version of the Statement of Common Ground (SoCG) between SCC and the Appellants (**CD 13.4**).

2.3 Scope of Evidence

- 2.3.1 Section 3 will provide a description of the existing site and local highway network, as well as detailing any relevant planning history.
- 2.3.2 Section 4 of my evidence will set out the chronology of the formal transport and highways submissions made between Eddisons and SCC relating to the planning application.
- 2.3.3 Section 5 provides a summary of the accessibility of the site by non-car modes, including walking and cycling.
- 2.3.4 Section 6 will review and respond to various third party objections to the planning application and Section 7 will draw together the conclusions to my evidence.

3 APPEAL SITE AND PROPOSALS

- 3.1.1** This section of my evidence will detail the existing site and surroundings and provide details regarding the existing highway network.

4 CHRONOLOGY OF FORMAL SUBMISSIONS

- 4.1.1** This section of my evidence will set out the chronology of the planning application and when various formal documents were submitted in support of the proposals following discussions with SCC, the local highway authority.

5 ACCESSIBILITY OF THE APPEAL SITE

5.1 Introduction

5.1.1 The matter of the Appeal Site’s non-car accessibility has been covered in detail within Section 5 of the TA dated August 2021 (**CD 1.15**) and Section 3 of the TAA dated April 2022 (**CD 2.15**).

5.1.2 The specific matters of cycle and bus accessibility was also covered further in TN03 (**CD 2.24 and Appendix 1**) and additional detail was included in TN04 (**CD 2.31 and Appendix 2**) on the pedestrian routes and proposed works to improve these.

5.1.3 SCC consider that the Appeal Site is appropriately accessible by sustainable modes of travel with the proposed improvements and contributions offered by the Appellant. This matter is concluded within the Committee Report (**CD 4.2**).

5.2 Accessibility Summary

5.2.1 Based on the above, it is concluded that the Appeal Site is accessible by non-car modes with a range of amenities within walking distance. In addition, the walking distances to the local amenities are comparable to that of the Cheadle North Strategic Area which was deemed to be sustainable both during the Local Plan process and the planning application process.

5.2.2 The proposals will also provide off site improvements to ‘maximise sustainable transport solutions’ to accord with paragraph 110 of the new NPPF and ensure that ‘sustainable transport modes are prioritised’ to accord with paragraph 115 of the new NPPF.

6 TRAFFIC IMPACT ANALYSIS

6.1 Introduction

6.1.1 To assist the Inspector on the matter of traffic impact, I will set out in this section of my evidence the details of the traffic modelling carried out during the planning application process. Some of the junctions on the agreed network of assessment were assessed in a number of the formal technical submissions. To ensure that this is clear, I will take each junction in turn and provide more detail of how the junction modelling in each case in the following sections.

6.1.2 The junctions included within the original August 2021 TA were as follows:

- Site Access junction with A521 Froghall Road.
- A522 Leek Road/A521 Froghall Road priority controlled junction.
- A522 Leek Road/A521 High Street/A522 Tape Street mini-roundabout.
- A522 Tape Street/B5417 Queen Street mini-roundabout.
- A522 Tape Street/Well Street/A521 Chapel Street roundabout.
- A522 Tape Street/B5032 Ashbourne Road mini-roundabout.

6.2 Capacity Assessment Summary

6.2.1 In summary, the capacity assessments undertaken during the planning application process have demonstrated the following:

- The proposed access junction off the A521 Froghall Road has been designed to accord with highway design standards and will have sufficient capacity to accommodate the Appeal proposals.

- The Appeal proposals will have a minimal impact on the operation of the A522 Leek Road/A521 Froghall Road priority controlled junction and will be improved by the proposed signalisation of the existing zebra crossing on Leek Road.
- The junction analysis of the A522 Leek Road/A521 High Street/A522 Tape Street mini-roundabout has demonstrated that the Appeal proposals will have a minimal impact on the operation of the junction.
- The Appeal proposals will have minimal impact on the operation of the A522 Tape Street/B5417 Queen Street mini-roundabout junction.
- The Appeal proposals will have a minimal impact at the A522 Tape Street/Well Street/A521 Chapel Street roundabout.
- The Appeal proposals will have a minimal impact on the operation of the A522 Tape Street/B5032 Ashbourne Road roundabout junction.

6.2.2 It is therefore concluded that the Appeal proposals will result in a minimal impact and can be accommodated on the local highway network with the minor mitigation proposed.

7 THIRD PARTY OBJECTIONS

7.1 Introduction

7.1.1 Notwithstanding the fact that SCC have no objection to the Appeal proposals and the planning application was not refused on any transport or highways grounds, this section of my evidence will deal with the third party representations to the planning application which are summarised on Page 5 of the Committee Report (**CD 4.2**). However, I have looked at each individual objection and considered each pertinent transport and highways point in detail, although many different representations cover similar matters. The various matters raised are broad ranging in detail but generally can be summarised as follows:

- Safety of Froghall Road in the vicinity of the Appeal Site.
- Traffic impact of the Appeal proposals.
- Public transport accessibility.
- Location and design of the Appeal Site access.
- Timing of traffic surveys in relation to school holidays and ‘Alton Towers’ season.
- Footway provision between the Appeal Site and Cheadle town centre.
- Proximity of local amenities to Appeal Site.
- Additional traffic generated by MJS Transport site.

7.2 Summary

7.2.1 In conclusion, the third party comments have been responded to and the conclusion remains that the Appeal proposals are acceptable.

8 CONCLUSIONS

8.1.1 My evidence has been prepared to provide the Inspector with further information regarding the various highways and transport matters relating to the forthcoming appeal relating to proposals to develop a site for residential purposes on land off the A521 Froghall Road in Cheadle.

8.1.2 All highways and transport matters have been agreed with Staffordshire County Council (SCC), the local highway authority, following the submission and review of a number of formal transport and highways documents.

8.1.3 My evidence has made the following conclusions:

- The pedestrian infrastructure located in the vicinity of the Appeal Site will be improved by the Appellants and will enable safe pedestrian movements between the Appeal Site and the local area.
- The Appeal Site is located close to a number of day-to-day amenities within the area, which will reduce reliance on the private car.
- The Appeal Site is suitably accessible by public transport with bus stops within a short walk of the site. The proposals will also provide funding for improved local bus infrastructure.
- The impact of the Appeal proposals has been assessed using the TRICS database and the assessment undertaken has shown that the proposals will not have an unacceptable impact on the safety and operation of the local highway network.
- Improvements to the pedestrian crossing facilities within the town centre will also improve the capacity for traffic movement within the centre of Cheadle.
- The Appeal Site can be accessed in a safe and efficient manner and will not give rise to any highways related issues.

- There is no evidence to suggest that the Appeal proposals would have an adverse effect on road safety or the number of accidents in the vicinity.

8.1.4 Based on the above it is the conclusion of my evidence that there are no material reasons why the Appeal proposals should not be granted planning consent on highways or transportation grounds.

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