

From: planningcomments@staffs Moorlands.gov.uk
To: [Planning Comments \(SMDC\)](#)
Subject: Comment Received from Public Access
Date: 06 February 2025 21:32:46

Application Reference No. : SMD/2025/0013

Site Address: Land At Blythe Park Sandon Road Cresswell Staffordshire ST11 9RD

Comments by: Parks

From:

Uttoxeter Road
Draycott in the Moors
Draycott in the Moors

Phone:

Email:

Submission: Objection

Comments: Dear Rosie

As the case officer for this planning application I request you to review the following when making a decision/ planning next steps:

1 Based on the application and proposed planning document ref PD-21-555-150e Signal Junction General Arrangement-Layout1. The proposal impacts home owners on Uttoxeter road as the majority, Church Lane and Creswell Lane

Under The Town and Country Planning (Development Management Procedure) Order 2015 the order stipulates that consultation is required and under Article 15 the LPA must publicise the application by notifying affected parties. This order requires a consultation letter to the owners/ occupiers affected by the proposed development to be consulted, this is a large scale major application.

Within the application, consultation, none of the homes impacted in the planning document have been consulted.

2 Based on the proposed planning document ref PD-21-555-150e Signal Junction General Arrangement-Layout1, the new access road has no traffic light signal when joining the highway to Uttoxeter Road (at point of exit), based on its design angle it would be unsafe for anyone using this lane to turn right, they have no view of the traffic light signals proposed for Uttoxeter Road so without an additional flow would mean they join a live carriage way at an unsafe angle and also not knowing when the signal is on red/ green, if choosing to pull out could then block the main carriage way completely

3 There is no consideration for a box junction to prevent further congestion/ risk in such a high traffic area.

4 The proposed planning document ref PD-21-555-150e Signal Junction General Arrangement-Layout1

makes changes to land (mainly grass) which is not owned exclusively by Staffordshire Moorlands or the Highways. These properties have a documented right to use this land, again no consultation for voluntary sale or compulsory purchase has taken place.

5 The notes on the proposed document ref PD-21-555-150e Signal Junction General Arrangement-Layout1, ref 4 states ¿this drawing is to be read in conjunction with all technically approved drawings¿ I can¿t see any other drawings attached to this application, please can they be shared for review and an honest and transparent consultation

6 The notes on the proposed document ref PD-21-555-150e Signal Junction General Arrangement-Layout1, ref 5 states ¿All IPaD drawings should also be read in conjunction with any drawings produced by third parties connected with this project¿ I can¿t see any other drawings attached to this application, please can they be loaded for review and an honest and transparent consultation

7 The notes on the proposed document ref PD-21-555-150e Signal Junction General Arrangement-Layout1, ref 6 states ¿the extend of works shown may be extended as required¿¿¿ What extension options are they proposing as part of this application allowing people to comment as part of a consultation process.

8 The proposed document ref PD-21-555-150e Signal Junction General Arrangement-Layout1 shows the access road will be laid over an underground BT manhole.

A There is no reference of consultation with BT/ Openreach in the application,

B You can not see what the proposed new location is

C BT/ Openreach have a mandate to roll out full fibre in this area. Draycott is part of the Blythe Bridge roll out currently in flight. Will these two plans work together?

9 There is a man hole on the highway where Church Lane joins Uttoxeter road which currently sinks (clearly an underlying issues) Staffordshire highways have been out several times over the last 12 months but have been unable to resolve the issue (still visibly unresolved), this would need to be addressed as part of this development.

10 There has been no consideration for the traffic flow of Church Lane and how they enter the highway onto Uttoxeter road

11 There is no consideration for the type of traffic seen in the village at this location. The Church attendees and respect of funerals should be considered

12 The Uttoxeter Road highway prior to ¿insert 2¿ is impacted by a high risk flood zone which has been evidenced to Staffordshire highways to address over the past 5 years. Due to the size of the floods the road is unpassable using 2 lanes.

13 Under the Traffic Management Act 2024 the local authority must consider, traffic flow, impact on congestion, safety and local accessibility in line with this action. My questions and concerns are as follow:

Traffic Flow

I see no reference to a Transport Assessment, this road is the main access road used to surrounding villages and large existing factories (JCB being one). It is the main road for the Emergency services daily and the only diversion road available when the A50 is closed between Blythe Bridge and Uttoxeter which happens excessively. (Impacts are seen with both planned and emergency closures). I feel implementing a traffic light system on a flowing road would be a detriment to the village and surrounding area, creating risk to life when emergency services are either delayed or trying to navigate through long tailbacks in oncoming traffic.

Impacts on congestion

Installing traffic lights in replace of a flowing road can cause congestion of up to 2minutes or more per car. This with a Traffic Assessment needs to be calculated so that an impact assessment can be made not just to the impacted site but the surrounding area ; which may demonstrate a need for a wider consultation.

Safety

Based on the proposed document ref PD-21-555-150e Signal Junction General Arrangement-Layout1 I can only see 1 proposed traffic controller. Considering there have been a record number of fatalities along Uttoxeter Road, one of which was at this very junction, I believe a Road Safety Audit is required. In line with the changes being proposed to the pavement, the impacts of the new road layout needs to be understood for pedestrians, cyclists, drivers and public transport. Special consideration needed for signal timings, road user behaviour seen today and conflicts between pedestrians/ cyclists and vehicles.

Local accessibility

Staffordshire Moorlands Local Plan adopted in Set 2020 outlined that an additional 6,080 dwellings over a 19 year period (c320 per year houses) needed to be built. The numbers for Cheadle, Draycott in the Moors and surrounding areas had not been published. There are several active large developments in flight or in planning review(Cresswell, Cheadle and Blythe Fields) this increase in housing level is important to understand the ratio of houses to people/ vehicles expected to increase over the remaining 8 years. Again a traffic flow on a main access road would be detrimental

In summary:

The proposed plan is inappropriate for the area, it creates conflicts with the development plans in place increasing the road use.

There is a zone issue as the type of proposal is not appropriate for the area and would create a health and safety risk concerns for access road entry to the highway and Church Lane/ church traffic.

There is insufficient information available in the application to effectively impact assess the impacts on traffic congestion, road safety, pollution, noise and user behaviour.

There has been no consideration for the road conditions pre and post exit of the junction specifically a high risk flood zone which is an ongoing issues for Staffordshire Highways

To enable residents to make a fair and accurate observation which they are entitled to as part of a consultations additional information is needed:

Traffic levels and behaviours of the road needs to be understood.

Considerations made for the increase in traffic due, over the next 8 years in partnership with the housing development plan and the type of vehicles expected.

Knock on affects will be seen to the Highways infrastructure an emergency services by creating a traffic light controlled junction. (specifically with the A50).

There are social and environmental impacts to local residents with this development which must not be under estimated.

Our village has some elderly neighbours which I feel should be taken into consideration when proposing such a major change.

One thing that is not clear in this application is ¿what is the need¿ for the change. ¿What/ why¿ is this being proposed.

This is a major development so expect there to be some major effort in demonstrating the need for the long term disruption/ cost and maintenance.

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