

From: planningcomments@staffs Moorlands.gov.uk
To: [Planning Comments \(SMDC\)](#)
Subject: Comment Received from Public Access
Date: 10 February 2025 11:29:49

Application Reference No. : SMD/2025/0013

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

Comments by: Lee Warburton

From:

Uttoxeter Road
Draycott
Draycott

Phone:

Email:

Submission: Objection

Comments: Dear SMDC planning team,

I wish to express my total objection to this planning application.

I have been a resident of Draycott in the Moors all my life (40 years), now in my third property within the village.

2 of the properties resided in are on Uttoxeter road (A521), the road under application.

One of these properties (Rock Cottage, ST11 9RG) sits directly on the junction for Cheadle Road/Uttoxeter Road. During the 4 years of residing at this property there were multiple collisions that have unfortunately not been recorded in any available statistics (Safer roads Staffordshire, crashmap UK etc). I would not be able to count these collisions on 2 hands within a 6-month period, let alone try and count them over the 4 years of residing in the property and those that have happened pre and post residency. In 2023 there was a fatal accident that resulted in one man losing his life along with many others affected, some of those are people that live in the village and came to assist because of the nature of residents in Draycott in the Moors. This tragedy still affects us now, the noise of the impact that evening still resonates now when we hear a similar noise from outside.

The second property, only a short distance from the aforementioned, is also on Uttoxeter Road and under current traffic flow conditions, is difficult to exit and enter during peak hours (6am until 9am and 3pm until 6pm) without having to hold traffic. Adding additional traffic management, which is poorly planned and unnecessary, would increase the already heavy flow of traffic on this road.

Traffic flow analysis & statistics that are freely available do not reflect the living reality of the road conditions. I would suggest consideration would be taken to install traffic flow measurement apparatus in the surrounding areas so that serious consideration can be taken regarding this application. I would personally place monitors (which in this modern day can be placed off the road, with little work and downtime to traffic flow) on Cresswell Lane, and 2 locations on Uttoxeter Road, either side of the proposed submission. While arguments will no doubt come from the applicant regarding traffic flow analysis, this will no doubt be based on modelling

and not factual information (something highlighted in the recent appeal for application SMD/2021/0610). You only have to knock on the door of residents to ask about traffic flow conditions. Traffic flow analysis would also show that a large volume of traffic on this road is of the HGV type. With local quarries, JCB and other haulage firms all located in the local vicinity and utilising this road system daily, if not hourly.

Fatalities on Uttoxeter Road ; During a 15 year period there have been 4 fatalities - 2014, 2018, 2019 and 2023. Add to this the 5 fatalities that have been reported on the A50 it creates a very bleak picture of the already negative impact of the increase in traffic already utilising this road. When this does happen (especially on the A50) the village becomes contained, traffic flow grinds to a near halt and people who live in the village and surrounding areas can often take over an hour to get home. Having had personal experience of the delays on numerous occasions. These are just the fatalities, add into this the numerous accidents on the A50 and A521 that result in road closures for access and emergency services the outlook is bleaker.

A50 ; There was a reason the A50 was created, the A521 could not cope with the ever-increasing volume of traffic that was using this main road structure. The A50 cannot cope with the volume of traffic as it stands today, how do SMDC expect that the A521 can cope with the additional volume of traffic when it is already at breaking point. Traffic using the A50 for its purpose (a link from the M6 to the M1 and vice versa) is ever increasing, pushing traffic that previously used the A50 onto the A521 (The JCB factories, Toyota factory and those having to travel outside of the area for employment due to lack of skilled employment in the area).

Standard of living ; Draycott village (along with Cresswell and Totmonslow) has always been a traditional village with locals supporting each other. Families have lived in the village for vast periods of time, with multiple units of the same family often staying in the village because of its beautiful and serene environment. With the addition of new housing developments, road structures and volumes of traffic, this is being spoilt, ruined to be honest. People are moving away from the village into quieter more rural areas because of the increasing break away from the quiet village it was.

The planned changes:

1. There is no consideration to the accessibility of the historic St Margaret's Church, Grade II listed national heritage site. Over 750 years old and used by a vast number of the village both for services, social events, health and wellbeing and visiting lost loved ones in the graveyard.
2. There is no consideration to the accessibility for the residents of Church lane along with visitors to both their properties and the graveyard. They would be expected to risk entering the road from an unmanaged junction that has been thrown to the gutter by SMDC as mentioned is the S73 letter from the applicant.
3. The stopping of traffic at the junction will have a large impact on the total flow of traffic both across Uttoxeter Road and Cresswell Lane, as mentioned previously this is heightened during peak hours, everyday the flow of traffic coming from the direction of Cresswell onto Uttoxeter Road backs up beyond Draycott Sports Club, under current conditions and without adding a larger volume of traffic into the equation. Equally the traffic flow across Uttoxeter Road will be greatly impacted by the traffic management system, creating a reduction in flow from the direction of Tean (impacting the flow of traffic coming onto Uttoxeter Road from Cheadle Road) and the flow of traffic from the direction of Blythe Bridge and the A50.
4. Environmental and mental health factors will also come into play with the increase in idling vehicles sat within the traffic management area and beyond, impacting those residents on and close to the area. There are circa 50 properties that will be affected by increased pollution, some of these are properties have children and elderly residents. The health impact from the increased pollution is one thing, but there will also a great impact on the mental health of these residents and those along the affected area. Increase in noise pollution, reduction in the enjoyment of their own property and the ongoing concern of accidents and road closures. These are all high impact issues that create a wider pressure on the area ; pressure on NHS services that is already struggling to manage mental health.

5. Speed on the road is 40mph, as a resident of the road I would say this is underestimated and there have been various requests by residents to the parish council for this to be reduced, these can all be seen on the PC meeting minutes. While the introduction of a traffic management system may reduce the speed (down to single figures based on the current volume of traffic and the impact of the TMS) it has the potential to have a greater negative impact than positive. Traffic flow from Tean towards the junction enters the village with a blind bend only a few hundred meters from entry along with the junction to Cheadle Road. This is an area where there are regular near misses and unreported incidents. The HGV traffic also coming in the same direction would not be able to slow down in a timely manner should there be a stop in flow on this blind bend. As we live close to the entry area, we already hear (daily) the sound of heavy braking being applied as it is a tight section of road.

Consultation ; I have already emailed the planning department on a separate note about the consultation, but to reiterate my comments. This is poor planning management from SMDC. To not be aware of the correctly affected properties is lacklustre and shows the inability or confidence that its residents require. I do see that this has now been amended to include the relevant properties, but no doubt has only been done due to the correspondence from residents. Who should not have to take it upon themselves to make a planning department aware. Any other job role and this would be negligence in position.

As you will see from my comments, I vehemently object to these proposals. Health, safety and environmentally this application should not be allowed and whilst I am aware this application is just for the amendment of the junction, realistically we are all aware of the larger implications of this application. The housing development that this application is subject to should not be allowed within this area. SMDC really need to consider the implications of their actions and inability to defend itself to housing developers and focus on its residents. The recent application appeal for the above mentioned site in Cheadle really does show the inability of SMDC to manage its housing stock and developers are walking all over the council because they have a greater argument, to which SMDC acknowledged in the appeal (by way of denouncing their argument and evidence).

Kind regards

Lee Warburton

Do you really need to print out this Email? Be green - keep it on the screen.

This email is intended for the addressee(s) only and may contain sensitive, privileged or confidential information that could be protectively marked. If you are not the addressee please do not use the information in any way. If you have received this email in error please notify the sender immediately and delete it from your system. Thank you.

The Council may be required to disclose this email or any responses to it under the Freedom of Information Act 2000. The way in which we handle personal information is set out in our privacy notice and is available at <https://www.staffs Moorlands.gov.uk/YourData>
