

**Staffordshire County Council: Highways Pre-Application Advice
Residential Development of 60 dwellings off Manifold Drive, Cheadle.**

Highways Officer	David Plant
Level of application	Category D
Date of site visit	6 th November 2024
Date of Written Pre-Application Advice	28 th November 2024
Description of existing use	Open field, undeveloped.
Development description and size	Residential Development of 65 dwellings.
Does it involve the relocation of an existing use	No
Level of assessment required	Transport Assessment was provided for a development of 60 dwellings off B5032 Ashbourne Road (SMD/2016/0083) due to concerns over traffic flow through Cheadle town centre. Initial Transport Statement has been submitted with this pre app. There will likely be similar local concerns on the effect of the development on the highway infrastructure. While a Transport Statement would normally be appropriate for the scale of development, it should be extended to incorporate factors which will pre-address local concerns – see below.
Area of network to be considered for traffic impact and personal injury collision (PIC) data review	The latest available five years' worth of accident data for this search area should be obtained from traffic.accidents@staffordshire.gov.uk and included as part of any future planning application. The data should be analysed to determine whether there are any existing road safety issues and whether the proposed development could exacerbate any existing issues. Please note there is a charge for this data; further details can be found at https://www.staffordshire.gov.uk/Highways/roadsafety/Road-accident-information.aspx. Accident data has been submitted.
Committed development having a direct impact on survey area	SMD/2022/0249 67 Dwellings at Upper Tean.

	I note SMD/2018/0180 ph 1 and 2 and SMD/2020/0502 have been taken into account.
Applications yet to be determined	SMD/2023/0423 87 Dwellings at Upper Tean.
Survey periods	Surveys are not normally required for a Transport Statement but manual counts have been carried out at A522/Park Lane and A522/Mill Road/Charles Street junctions. ATC would normally be required but given that counts themselves aren't strictly required, manual counts are acceptable. These counts are helpful in assessing the proposal and demonstrating the relatively low impact. To pre address likely local concerns, ATC counts at A522/B5032 mini roundabout junction would be very helpful and should be provided. ATC speed surveys should be a minimum of 7 days.
Trip rates	Use of TRICS data is acceptable.
Trip distribution and assignment	Trips towards Cheadle should be identified. Trips towards Cheadle due to right turns from Park Avenue and Mill Road should also be identified.
Traffic impact and junction capacity assessment scenarios for assessment	Traffic Impact and capacity assessments are not strictly required for a Transport Statement. However, to address likely local concern, the effect of the development on A522/B5032 mini roundabout junction should be considered and provided.
Highway access	Visibility splays of 2.4m x 43m are proposed and can be provided. Swept paths of 10.32m refuse vehicle are provided. SMDC does use 11.2m refuse vehicle which should be used in swept paths on the assumption that this will be the largest vehicle likely to enter the site. 5.5m carriageway is shown which is acceptable and should be continued into the site. Kerb radii should be designed dependent on swept path of 11.2m refuse vehicle, though 6m radii accords with the intention of MfS. Opposite junction offset of 35.97m to Derwent Drive is shown. This should normally be expected to be the length of visibility splay ie 43m. Manifold Drive is a residential road with no through access. Reduced offset may be acceptable with explanation and reasoning. (I note trees are to be retained..)

	Existing gully located in the proposed access will need to be relocated out of the access to a tangent point dependent on fall of Manifold Drive. Additional gully may be required.
Sustainable access	2m footways are shown at the access. 2m footway should be provided along the entire site frontage. Site is on a bus route.
Stage 1 Road Safety Audit	Required. All stages of RSA will be required.
Internal Road Layout	Layout not submitted.
Parking provision	Must be in accordance with SMDC parking standards contained in the adopted Local Plan for each dwelling. Garages must have internal dimensions of 6m x 3m to be include in parking provision. Secure cycle parking should be provided for each dwelling.
Audit of pedestrian/ cycle routes to schools/ local facilities	Pedestrian and cycle routes towards Cheadle Town Centre must be considered. Pedestrian routes must be suitable for all users. Dropped crossings with tactile paving should be available at every side road. Due to the absence of footways in places on Rakeway Road, additional crossings of Rakeway Road may be required.
Travel Plan	Due to local concerns, previous applications below the usual threshold have provided Travel Plans. It would be very positive and appropriate for a TP to be provided for this site. TP sum would be advised at time of application (currently likely to be £6000 – but subject to change) Contribution to school travel will be required if an education contribution is required (dependent on education contribution, likely to be around £5000 but subject to change).
Off-site highway works/ contributions	Two bus stops on the Manifold Drive estate which will be used by occupants of the proposed development should be upgraded to raised platforms. Estimate at £6000 each. Pedestrian routes between the site and town centre should be accessible to all and be to current standards. Dropped crossings are likely to require upgrading to current standards and none appear to have tactile paving. This will need to be provided. Works will be required ideally at every side road crossing (and crossing points of Rakeway Road) between site and town centre. 20 dropped crossings estimate at £3000 each.

	These supported by policy T1 and T2 and to improve the sustainability of the site. Likely S106 contribution of £72000 at current estimates. This may increase depending on when the application is submitted.
Highway trees	Not yet clear if there will be trees in the highway. Please note that there would be a commuted sum for trees or tree pits within the adopted highway. The commuted sum is currently in the order of £5,280 per tree.
Construction Management Plan	A construction management plan would be required which includes the following: • Construction site access arrangements • Duration of planned works • Arrangements for the parking of site operatives and visitors • Loading and unloading of plant and materials • Storage of plant and materials used in constructing the development • Details of the types and dimensions of construction vehicles accessing the site • Construction hours • Delivery routeing and hours • Recorded daily inspections of the private road/ adopted highway leading to the site access • Wheelwash and means of disposal of runoff. • Measures to remove mud or debris carried onto the private road/ adopted highway. The construction management plan can be secured by pre-commencement condition though would preferably be submitted with application.
General	Internal roads will require technical approval under S7 Staffordshire Act and should be proposed for adoption under S38 Highways Act. Clarification of adoption proposals should be provided. Construction of bellmouth, footway on frontage, relocation of gully will require Highway Works Agreement. See Highways Agreements - Staffordshire County Council for details.