



Staffordshire County Council
Town and Country Planning Act 1990
Development Management Procedure Order 2015

To: Staffordshire Moorlands
 Staffordshire Moorlands District Council
 Moorlands House
 Stockwell Street
 Leek
 ST13 6HQ

Application Type: OUTLINE

Applicant:

c/o Planning Agent Telford One Limited Technology House,
 Halesfield 7, Telford, West Midlands, United Kingdom, TF7
 4NA

Officer: David Plant

Our Reference: SMD20260052

District Reference: SMD/2026/0052

Date Received: 26-Feb-2026

Date Responded: 06-May-2026

Particulars of Development:

Outline permission for redevelopment of the former Anzio site for residential dwellings, retail business, amenity space, internal roads, and associated hard/soft landscaping. Including the principal means of vehicular access from the A53 Buxton Road (all other matters reserved).

Location of Development:

Anzio Camp, Buxton Road, Blackshaw Moor, Leek, Staffordshire, ST13 8TN

Recommendation Summary: Refusal

Site Visit Conducted on: 04-Mar-2026

1. Insufficient information
2. Site is in an unsustainable location for residential development

IMPORTANT INFORMATIVES TO BE INCLUDED ON DECISION NOTICE

This recommendation of refusal will not prejudice consideration of a further application at a later date when:

- traffic counts and junction assessments of junctions into and through Leek town centre;
- accurate assessment of the proposal against local plan, Local Transport Plan and national policy;
- bus service improvements OR
- footway connectivity and bus stop upgrades inc raised platforms, shelters, RTPI or new bus stops;
- consideration of walking cycling routes in accordance with LTN 1/20 and ATE route check tool;
- consideration of travel to school in association with SCC Education and with appropriate contributions;
- Revised Travel Plan;

are included in the application.

NOTES TO PLANNING OFFICER

Application is in outline for redevelopment of the former Anzio camp.

A document entitled Transport Assessment has been submitted. This document actually acknowledges that it is incomplete but has still been submitted as a Transport Assessment. It needs to be completed and resubmitted.

It is of great concern that a summary has been written asserting that the 'TA' has demonstrated that the proposals can be accommodated before any data is available to complete a TA. A TA should be an

objective assessment of the effects of a proposed development on the surrounding network. It should contain proposals to mitigate any adverse or non compliant effects of the proposal.

Traffic counts (ATC) for at 10 days and speed surveys close to access required. Traffic counts (ATC) for 10 days of the junctions listed in the 'TA' including queue length surveys. Analysis and proposals for mitigation if required. Manual snapshot counts will NOT be accepted.

Traffic distribution and assignment should be based ideally on TOM TOM data. If not possible, observed flows then as last resort, MOSA - the 2011 census data is 15 years old and becoming outdated.

Peak hours should be guided by counts.

The TA states that it is in accordance with transport policy and Local Plan Policy T1 Development and Sustainable Transport – but it doesn't seem to be. TAs now should be in line with latest Local Transport Plan. This will be a car dependent settlement and doesn't align with local transport policy. This needs to be acknowledged, accurately addressed and the other benefits of and reasons to support the development provided.

Although the TA asserts that walking and cycling distances are within what is considered to be acceptable, it hasn't considered LTN 1/20 or Active Travel England's route check tool, both of which would show that there are significant issues with the level of provision, traffic volume and speeds, and gradients to name a few. For the site to be sustainable, public transport would be the most realistic option to provide travel options for residents. All this needs to be considered in detail.

The site has a bus route passing on the A53. This runs between Leek & Buxton with 2 trips in each direction. Travel options are limited

Apart from a quick visit to town centre shops the service is unlikely to be used from the site as things stand.

The size of development may be large enough to justify a passenger transport contribution which would be significant. This should be considered in TA.

The two stops mentioned are in excess of the walking limit suggested of 400m with a very narrow pavement most of the way down one side. This will all need some attention as will the stops unless new ones are proposed. If new ones are proposed, this would be straightforward on the development side, but the treeline is very close to the road edge on the other side and land ownership extent will need to be established and considered.

Either way raised platforms, signs, shelter, RTPI will be required either by S106 or S278.

Travel to school must also be considered for primary and high school. Contribution to school travel will be required under S106. Education comments will be required. Expansion of the catchment first school may be required.

Travel Plan Sum of £6, 000 required under S106. Additional School Travel Plan Sum £5, 000 also under S106, will be required.

Travel Plan Comments:

5.6. – 4-week free bus taster tickets should be offered to each dwelling.

School trips – The catchment schools for this site are Blackshaw Moor CofE County First School, Churnet View Middle School and Leek High School. The Travel Plan or TA has not considered the active travel routes to these schools, are they suitable, are any improvements required? Measures should be included in the Travel Plan to promote active travel choices for the school journey.

Trip rate target – The trip rate target should be committed to within the Travel Plan, 5-day peak hour traffic counts to be carried out annually on a neutral week.

Mitigation measures – The Travel Plan should include details of proposed mitigation measures that shall be implemented at the development if targets are not achieved.

Assistant Director, Highways and the Built County
On behalf of the County Council as
Highway Authority