



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: DISCHARGE OF
 CONDITIONS

Our Reference: SMD20260074/DOC

Applicant:

Mr Peter Swallow Laver Leisure (Oakamoor) Limited Laver
 Leisure (Oakamoor) Limited C/o Bolsterstone Group Plc, 36
 Beresford Way, Chesterfield, S41 9FG

Officer: Malcolm Jones

District Reference: DOC/2026/0074

Date Received: 20-Jul-2026

Date Responded: 29-Jul-2026

Particulars of Development:

Application to discharge conditions 17, 18, 19, 26, 35, 36, 45, 46 & 47 of SMD/2016/0378

Location of Development:

Moneystone Quarry, Cheadle Road, Oakamoor, Staffordshire, ST10 2DZ

Recommendation Summary: Acceptance

Site Visit Conducted on:

This application is for the discharge of a number of conditions, but this response is only related to the Construction Transport Management Plan (CTMP) required under condition 17. The condition requires consideration of the Landscape and Visual impacts of the CTMP but these issues are considered beyond the remit of the highway authority. The condition was imposed for the following reason - In the interests of the character and appearance of the area in accordance with Policies DC 1, DC3 and SS7 of the Core Strategy and the NPPF.

Once a development has been approved the traffic associated with its construction is inevitable, necessary and by its nature temporary.

The Environmental Impact assessment submitted with the original application in 2016 stated:

13.56 Based on 3-years of construction activity, to provide a robust assessment, with an average of 250 working days per year, the construction activities at Moneystone Park would generate around 17, 820 trips, equating to 24 two-way total vehicle movements per day using the BRE formula and an indicative on site construction cost of £18M.

13.57 It is anticipated that the construction traffic will have a Moderately Adverse impact on existing traffic movements (although it may be considered a Negligible change compared to the historic use, i.e. the quarry).

The submitted CTMP does not give any detail of the length of the construction period but includes ranges of estimated daily HGV movements. Taking the mid-point of the various ranges would equate to around 45 HGVs and 15 light vehicles per day, presumably that is on average, with additional vehicles during 'concrete pours' of up to 30. If the construction period of three years as stated in the EIA is still the likely case then this represents a significant increase, 45 daily trips compared to the original assumption of 24, over the traffic levels predicted at the time of the original permission.

As construction traffic is inevitable once a permission is granted the estimated increase in construction traffic can be as a result in changing detail of the building and the required construction materials and

methodology to deliver the approved development and do not represent a reason to object to the CTMP as the CTMP is produced to manage it in the best way possible.

In this case the HGV traffic is routed to take the shortest and most direct route from the A52 which, as an A-Class Road would be expected to be the main route for this type of traffic. It will be accessing the site only from Eaves Lane through Whiston with no access through Oakmoor or Moneystone. Enforcement will initially be the responsibility of the main contractor but as compliance with the CTMP is a condition of the original permission the LPA would have some enforcement powers should breaches be proven.

All other measures in the CTMP around delivery management, site access controls, wheel washing etc are appropriate and the type of measures that would be expected to be contained within a CTMP of this type.

As the application is for the discharge of a previously imposed condition it is not possible to impose further conditions and as the CTMP appears to be the best way to manage the traffic associated with the construction of the approved development there are no objections to the condition being discharged and the CTMP being approved.

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