

Proposed Residential Development

Froghall Road, Cheadle

Application Ref: SMD/2021/0610

Appeal Ref: APP/B3438/W/24/3351035

January 2025

EVIDENCE ON TRANSPORT AND HIGHWAYS MATTERS

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REPORT

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Appendix 3 – Drawing Number 3277-F06 Revision G

1 QUALIFICATIONS

- 1.1.1** My name is Philip James Wooliscroft. I hold an MSc in Transport and Logistics from Cranfield University and a Higher National Certificate in Civil Engineering Studies from City College, St Albans.
- 1.1.2** I have practiced in the field of transport planning and traffic engineering for more than 30 years. I began with South Bedfordshire District Council in 1986 before moving into the private sector with Colquhoun Transportation Planning, The MVA Consultancy and The Denis Wilson Partnership from 1990.
- 1.1.3** I joined Savell, Bird and Axon, traffic and transport consultants in 2001 and was employed as a Director in the Company until April 2011 when I set up Croft Transport Planning & Design. Croft was acquired by Eddisons Chartered Surveyors in February 2019 where I am now a Partner.
- 1.1.4** I have provided proofs of evidence on transportation matters recently in respect of both land use changes and major commercial and residential developments.
- 1.1.5** The evidence I have prepared is true and I confirm that the opinions expressed are my true and professional opinions. I understand that my duty is to assist the hearing irrespective of by whom I am instructed.
- 1.1.6** I am familiar with the Appeal Site and the highway network in the local area.

2 BACKGROUND

2.1 Introduction

2.1.1 Eddisons were instructed by Bloor Homes to advise on the traffic and transportation matters relating to proposals to develop a site for residential purposes on land off the A521 Froghall Road in Cheadle. The location of the Appeal Site is shown on **CD1.2**.

2.2 Structure of Evidence

2.2.1 My evidence has been prepared to provide the Inspector with further information regarding the various highways and transport matters relating to the forthcoming appeal by Bloor Homes against Staffordshire Moorlands District Council's (SMDC) decision to refuse outline planning permission (application ref: SMD/2021/0610) of the erection of 215 residential dwellings at the Appeal Site.

2.2.2 None of the three reasons for refusal includes any reference to any transport or highways matter.

2.2.3 It must be noted that all highways and transport matters have been agreed with Staffordshire County Council (SCC), the local highway authority, following the submission and review of the initial Transport Assessment (TA) dated August 2021 (**CD 1.15**) and a number of subsequent formal submissions which responded to comments on the planning application from SCC, which will be set out in more detail in Section 4 of my evidence.

2.2.4 SCC provided confirmation that the Appeal proposals were acceptable via their formal 'Form X' that was dated 15th February 2024 (**CD 3.20**) as follows:

'Application has been subject of extensive discussions, meetings and revisions since initial consultation. Ultimately, redline has been altered to provide visibility commensurate with measured speeds; minimal queuing has been demonstrated on approach to Cheadle town centre; footway is to be provided to link to existing footway network.

Current proposed site access plan 3277-F06 G is the result of these discussions.

Updated RSA 1 is required for the current proposal. Proposal now shows visibility splay in accordance with measured speeds. Developer still proposes a reduction in the speed limit, which would still be a safety improvement. Provision of this will be subject to TRO process and there is no guarantee that this will be successful. This TRO is desirable but is not essential for provision of a safe access.

Revised Travel Plan has been submitted and approved on 15/02/2024. This approved Travel Plan should be appended to the S106. Travel Plan Sum of £10000 required under S106.

Applicant has agreed to provide S106 for pedestrian improvements on the route to Cheadle town centre. These will comprise dropped crossings and tactile paving on each side of each side road between the site and Cheadle town centre. These estimated at £50000 required under S106 Improvements are also proposed to formal pedestrian crossing facilities on approach to Cheadle town centre. These estimated at £50000 required under S106.

Applicant has agreed to provide subsidy to bus services at £700 per dwelling - required under S106.'

- 2.2.5** As detailed in paragraph 72 of the *Shadwell Estates v Breckland DC v Pigeon (Thetford) Ltd* [2013] EWHC 12 (Admin) High Court Decision (**CD 12.39**). Given that SCC, the local highway authority are satisfied with the appeal proposals, then “great” or “considerable” weight should be given to this view.
- 2.2.6** This High Court Decision is also referenced in the *Swainsthorpe Parish Council v Norfolk County Council v South Norfolk District Council* [2021] EWHC 1014 (Admin) and *Visao Ltd v Secretary of State for Housing, Communities and Local Government v Chiltern DC* [2019] EWHC 276. This High Court Decisions are contained within **CD 12.40** and **CD 12.41** respectively.
- 2.2.7** The highways and transport matters are also covered in the current version of the Statement of Common Ground (SoCG) between SCC and the Appellants (**CD 13.4**).

2.3 Scope of Evidence

- 2.3.1** Section 3 will provide a description of the existing site and local highway network, as well as detailing any relevant planning history.
- 2.3.2** Section 4 of my evidence will set out the chronology of the formal transport and highways submissions made between Eddisons and SCC relating to the planning application.
- 2.3.3** Section 5 provides a summary of the accessibility of the site by non-car modes, including walking and cycling.
- 2.3.4** Section 6 will review and respond to various third party objections to the planning application and Section 7 will draw together the conclusions to my evidence.

3 APPEAL SITE AND PROPOSALS

3.1 Introduction

3.1.1 This section of my evidence will detail the existing site and surroundings and provide details regarding the existing highway network.

3.2 Existing Site

3.2.1 The Appeal Site is located approximately 1.5 kilometres north of Cheadle town centre.

3.2.2 The Appeal Site is an irregular shaped parcel of land, to the south it is bound by the residential properties that front onto Hammersley Heys Road, whilst undeveloped land bounds the site to the north. To the west the site is bound by the A521 Froghall Road and residential development, whilst to the east the site is bound by undeveloped land and Broad Haye Farm.

3.2.3 The Appeal Site is currently undeveloped and used for agricultural uses, vehicular access into the site is provided from the west via an agricultural track which connects to Hammersley Heys Road.

3.3 Local Highway Network

3.3.1 The A521 Froghall Road which bounds the Appeal Site to the west has a carriageway width of circa 7.3 metres along the frontage of the site and is subject to the National Speed Limit. However, the speed limit changes to 30mph at the south-west corner of the application site boundary. There is pedestrian footway provision on the A521 Froghall Road along the site's frontage which is mostly 2 metres wide and has street lighting. This is an entirely appropriate footway.

3.3.2 To the north the A521 Froghall Road provides vehicular access to the nearby villages of Kingsley Holt and Froghall. To the south the A521 Froghall Road runs in a north-south alignment until it provides the minor arm of the A522 Leek Road/Froghall Road priority controlled junction.

- 3.3.3** To the west the A522 Leek Road runs in an east-west alignment for approximately 3 kilometres until it changes to the A52 Ashbourne Road which provides access to the wider highway network and destinations such as Stoke-on-Trent and Leek.
- 3.3.4** To the east of the A522 Leek Road/A521 Froghall Road junction, the A522 Leek Road provides access into the Cheadle town centre. It provides an arm of the A521 High Street/A522 Leek Road/A522 Tape Street mini-roundabout junction. The A521 High Street operates as a one-way street for eastbound traffic and runs through the town centre. Whilst the A522 Tape Street runs in a north-south alignment for approximately 30 metres until it forms an arm of A522 Tape Street/B5417 Queen Street mini-roundabout, to the east the B5417 Queen Street provides access to the eastern areas of Cheadle as well as Oakamoor.
- 3.3.5** To the south of the mini-roundabout junction the A522 Tape Street continues in a north-south alignment until it provides an arm of the A522 Tape Street/A521 Chapel Street/Chapel Street roundabout. To the east Chapel Street provides vehicular access to residential and retail areas of Cheadle whilst to the west the A522 Chapel Street provides access to Cheadle town centre and the wider highway network towards Blythe Bridge and Stoke-on-Trent. To the south the A522 Tape Street provides vehicular access to the southern areas of Cheadle as well as the wider highway network including the A50(T) at Uttoxeter

3.4 Proposed Development

- 3.4.1** The Appeal proposals has been assessed on the basis of 215 residential dwellings, with associated car parking and landscaping. The proposed internal layout is provided at **CD 2.14**.
- 3.4.2** Car parking across the site will comply with the Council's current car parking standards and turning heads are provided, where appropriate. All of the internal roads will be offered for adoption with the exception of the small number of short private access points which are mainly located at the end of the turning heads within the site.

3.5 Vehicular Access

3.5.1 Following much discussion with SCC, the Appeal proposals will be accessed directly from Froghall Road via a new roundabout. The agreed access arrangements are shown on Drawing Number 3277-F06 Revision G (**CD 2.17 and Appendix 3**).

3.5.2 All of the land required for the vehicular access is on land controlled by the appellant or on currently adopted highway.

3.5.3 As such, the proposed access arrangements are considered to be appropriate to serve the proposed development.

3.6 Pedestrian/Cycle Access

3.6.1 As previously stated, primary pedestrian and cycle access into the Appeal Site will be afforded via the proposed vehicular access off the A521 Froghall Road which will link with the existing infrastructure located to the south.

3.6.2 In addition, pedestrian and cycle access into the site will be provided off Hammersley Heyes Road via the existing public open space located along the southern boundary of the site.

3.6.3 The internal layout of the site has been designed to provide linkages between the Appeal Site and the existing footway and footpath infrastructure.

3.7 Proposed Mitigation Works/Contributions

3.7.1 Following consultation with SCC it has been agreed that the following transport and highways measures are required to ensure that the Appeal proposals are acceptable:

- The provision of a TRO to reduce the speed limit of Froghall Road from its current national speed limit to 40mph. This has been confirmed by SCC as being desirable and will be a safety benefit, but it is not essential for the provision of safe access as the access has been designed with reference to current traffic speeds.

- Travel Plan contribution of £10,000.
- Contribution of £50,000 for the provision of pedestrian improvements on the route between the Appeal Site and Cheadle town centre. This will consist of a number of measures, contained within Table 3 of TN04 (**CD 2.31 and Appendix 2**), including the implementation of tactile paving to complement that existing dropped kerbs at the A521 Froghall Road junctions with Foxfield Close, Thorpe Rise, Ness Grove and Churchill Road and the A522 Leek Road junction with Harborne Road.
- Contribution of £50,000 for the provision of pedestrian crossing facilities on the approach to Cheadle town centre. This will allow the conversion of the existing zebra crossing on the A522 Leek Road to a signal controlled crossing.
- Contribution of £700 per dwelling for improvements to local bus services. The details of this contribution are awaited from SCC.

4 CHRONOLOGY OF FORMAL SUBMISSIONS

4.1.1 This section of my evidence will set out the chronology of the planning application and when various formal documents were submitted in support of the proposals following discussions with SCC, the local highway authority.

4.1.2 The initial Transport Assessment (TA) dated August 2021 (**CD 1.15**) was submitted in support of the planning application and included the typical elements of a TA such as the following:

- Description of the site and development proposals.
- Review of relevant transport planning policy.
- Consideration of the accessibility of the site by non-car travel modes.
- Review of the potential Travel Planning measures.
- Traffic impact analysis.

4.1.3 The TA was responded to by SCC in their highways consultation response dated October 2021 (**CD 3.19**). SCC initially objected to the planning application for a number of reasons.

4.1.4 Eddisons then requested a meeting with SCC between October 2021 and February 2022 to discuss the comments made by SCC. SCC responded in February 2022 and agreed the scope of revised traffic surveys that they requested be undertaken.

4.1.5 These discussions informed Eddisons response to these comments which were included within a formal Transport Assessment Addendum (TAA) dated April 2022 (**CD 2.15**) submitted to SCC, this included an amended vehicular access via a roundabout, improvements to the footway provision to the south of the site and a revised traffic impact analysis based on updated traffic surveys.

- 4.1.6 In August 2022, SCC responded to the TAA via e-mail which maintained an objection to the Appeal. This mainly related to vehicular speeds on Froghall Road and their application for establishing visibility splays at the proposed Site Access and the impact of the Appeal proposals within Cheadle town centre.
- 4.1.7 Between August 2022 and December 2022, an automatic traffic count speed survey was undertaken on Froghall Road to establish 85th percentile speeds in both directions and a subsequent independent Stage 1 Road Safety Audit was carried out to ensure that the proposed access arrangements were safe and suitable.
- 4.1.8 The Stage 1 Road Safety Audit was appended as Appendix 2 to the TAA dated April 2022 (**CD 2.15**) along with the formal Designer’s Response. The Designer’s Response provided a formal response to each of the three comments made by independent auditor. Each of these are considered minor and will form the part of the detailed design of the vehicular access arrangements if planning is granted consent at the Appeal Site. The results of this process have been accepted SCC.
- 4.1.9 In January 2023 a Technical Note (TN03) dated January 2023 (**CD 2.24 and Appendix 1**) was prepared and submitted to SCC which considered the outstanding matters on the Site Access arrangements, the accessibility of the site by non-car modes and the potential mitigation measures within Cheadle town centre.
- 4.1.10 A meeting was then held on 23rd January 2023 with SCC and SMDC to discuss the outstanding highways matters. Following this meeting, a further formal response was prepared by Eddisons (TN04) dated February 2023 (**CD 2.31 and Appendix 2**). This related mainly to further discussions on the Site Access roundabout, impacts in the town centre and an audit of pedestrian facilities between the site and town centre and mitigation provided i.e. dropped kerbs and tactile paving provided at junctions where required.

- 4.1.11 Technical Note 04 was responded to by SCC in May 2023 (**CD 2.31**). SCC confirmed their objection to the visibility splays at the proposed Site Access roundabout as well as requesting further information on the impact at junctions within the town centre.
- 4.1.12 A meeting then took place in October 2023 between Eddisons and SCC where the outstanding matters were agreed in principle although this required an amendment to the red line boundary to the north to provide a slightly longer visibility splay on the approach to the Site Access roundabout. Other matters were agreed in principle which required contributions to be agreed to provide improvements to existing bus services and improvements to pedestrian infrastructure within Cheadle town centre.
- 4.1.13 These are set out in the previous section of my evidence.
- 4.1.14 All transport and highways matters were then formally agreed with the publication of SCC's 'Form X' dated February 2024 (**CD 3.20**). This included the following recommended conditions:

1. No development shall be commenced until full details of the following have been submitted to and approved in writing by the Local Planning Authority:

- *layout and disposition of roads and buildings;*
- *Provision of parking, turning and servicing within the site curtilage;*
- *Means of surface water drainage*
- *Surfacing materials*
- *details of pedestrian access to and through the site;*

The development shall thereafter be implemented in accordance with the approved details and be completed prior to first use of the development

2. Before the proposed development is brought into use, details shall be first submitted to and approved in writing by the local planning authority indicating full technical details of the proposed access off A521 Froghall Road generally in accordance with drawing 3277-F06 G but subject to full technical approval. The access shall thereafter be provided in accordance with the approved details prior to the proposed development being brought into use.

3. The development hereby permitted shall not be brought into use until the visibility splays shown on 3277-F06 G have been provided. The visibility splay shall thereafter be kept free of all obstructions to visibility over a height of 600 mm above the adjacent carriageway level. Any hedge shall be planted to the rear of this splay to account for growth

4. Before the proposed development is brought into use, details shall be first submitted to and approved in writing by the local planning authority indicating full technical details of the proposed footway and footway alterations between the site access and number 170, Froghall Road including alterations to the service road (to numbers 204 to 172) and resurfacing of the service road, generally in accordance with drawing 3277-F06 G but subject to full technical approval. The footway and associated alterations shall thereafter be provided in accordance with the approved details prior to the proposed development being brought into use.

5. No development shall take place, until a Construction Management Plan has been submitted to, and approved in writing by the Local Planning Authority. The approved Plan shall be adhered to throughout the construction period. The Plan shall provide for:

- i. a site compound with associated temporary buildings;*
- ii. the parking of vehicles of site operatives and visitors;*
- iii. loading and unloading of plant and materials;*
- iv. storage of plant and materials used in constructing the development;*
- v. wheel wash facilities.*
- vi. Routing of vehicles to and from the site*

vii. road sweepers

6. The development hereby permitted shall not be brought into use until an off-site traffic management scheme comprising of TRO to reduce speed limit generally as indicated on drawing 3277-F06 G but subject to technical approval has been submitted to and approved in writing by the Local Planning Authority. If approved by TRO process, the traffic management scheme shall thereafter be implemented prior to first use of the development.

4.1.15 Paragraph 3.7 of my evidence has already confirmed the various measures and contributions that are required to ensure that the Appeal proposals are considered acceptable to SCC.

4.1.16 Paragraph 7.23 of the Committee Report (**CD 4.2**) confirms the position of the highway authority on the matter of the Site Access:

'Following extensive dialogue the LHA are now satisfied with the proposal for the above reasons. They advise that the application now proposes a safe and suitable access'.

5 ACCESSIBILITY OF THE APPEAL SITE

5.1 Introduction

5.1.1 The matter of the Appeal Site’s non-car accessibility has been covered in detail within Section 5 of the TA dated August 2021 (**CD 1.15**) and Section 3 of the TAA dated April 2022 (**CD 2.15**).

5.1.2 The specific matters of cycle and bus accessibility was also covered further in TN03 (**CD 2.24 and Appendix 1**) and additional detail was included in TN04 (**CD 2.31 and Appendix 2**) on the pedestrian routes and proposed works to improve these.

5.1.3 SCC consider that the Appeal Site is appropriately accessible by sustainable modes of travel with the proposed improvements and contributions offered by the Appellant. This matter is concluded within the Committee Report (**CD 4.2**).

5.1.4 As detailed in the previous section of my evidence, the following contributions have been agreed with SCC regarding sustainable access to the Appeal Site:

- Travel Plan contribution of £10,000.
- Contribution of £50,000 for the provision of pedestrian improvements on the route between the Appeal Site and Cheadle town centre. This will consist of a number of measures, contained within Table 3 of TN04 (**CD 2.31 and Appendix 2**), including the implementation of tactile paving to complement that existing dropped kerbs at the A521 Froghall Road junctions with Foxfield Close, Thorpe Rise, Ness Grove and Churchill Road and the A522 Leek Road junction with Harborne Road.
- Contribution of £50,000 for the provision of pedestrian crossing facilities on the approach to Cheadle town centre. This will allow the conversion of the existing zebra crossing on the A522 Leek Road to a signal controlled crossing.
- Contribution of £700 per dwelling for improvements to local bus services. The details of this contribution are awaited from SCC.

5.1.5 Paragraph 7.23 confirms SCC's view on the accessibility of the Appeal Site as follows:

'the application now proposes a safe and suitable access, it provides opportunities for sustainable transport modes and it will have an acceptable impact on the wider highway network. They raise no objection subject to conditions and a Section 106 Agreement to secure financial contributions towards monitoring of the Travel Plan, off site highway works to improve pedestrian routes to the town centre and pedestrian crossing facilities and improvements to bus services. With the conditions and a Section 106 agreement in place there is compliance with Policies DC1, T1 and R2 and the NPPF.'

5.1.6 Paragraph 7.24 of the Committee Report confirms SMDC's view on the accessibility of the Appeal Site:

'The site is in a relatively sustainable location albeit on the edge of the settlement.'

5.1.7 Paragraph 7.25 continues this theme with the following:

'With the new and improved pedestrian routes, the development will facilitate walking and does offer a realistic alternative mode of travel.'

5.1.8 Paragraph 7.29 provides the conclusion on this matter from SMDC:

'To conclude, the site is accessible by sustainable travel modes in line with Policy T1 and further measures to facilitate and encourage walking and public transport as a mode of travel can be achieved as part of the development. The LHA are now satisfied with the proposal in terms of sustainable travel. With conditions in place to secure the footpaths and cycle paths and a Section 106 Agreement to secure the Travel Plan and financial contributions towards improved local bus services and pedestrian routes to the town centre there is compliance with Policies T1, T2 and the NPPF.'

5.1.9 Furthermore, the Council members accepted the planning and highways officers' advice and did not refuse the application due to any reasons concerning the accessibility of the site.

5.1.10 The following conclusions can be drawn on the accessibility of the Appeal Site:

- It has been demonstrated that there are a wide range of amenities within a short walk of the Appeal Site.
- A contribution of £50,000 for footway crossing improvements and a further £50,000 for the conversion of the existing zebra crossing to a signalised crossing on Leek Road will be provided by the appellant.
- The provision of these footway improvements on the A521 Froghall Road and the A522 Leek Road will provide linkages between the Appeal Site and the local amenities located in the vicinity of the Appeal Site.
- The Appeal Site is accessible by bus, with up to 2 buses per hour operating in the immediate vicinity of the site, providing access to Cheadle, City Centre (Hanley) and Uttoxeter.
- The closest bus stops to the Appeal Site are less than a 6 minute walk from the centre of the Appeal Site.
- The Appellant has agreed to provide a contribution of £700 per dwelling to subsidise local bus services.

5.1.11 These improvements will benefit all existing, and future, users of the road and footway network in Cheadle and can be considered as overall benefits to the Appeal scheme.

5.1.12 In light of the above, it is considered that the Appeal Site is accessible and caters for needs of the development's residents and visitors. As such, this will assist in promoting a choice of travel modes other than the private car, as set out in NPPF.

5.1.13 Furthermore, the walking routes between the Appeal Site and the local amenities, including the town centre, are of a good quality and include footways on both sides of the main route along Froghall Road and then Leek Road and throughout the town centre.

5.1.14 The routes are well maintained and has street lighting along the entire route between the Appeal Site and the town centre.

5.2 Comparison with Cheadle North Site

5.2.1 To further demonstrate that the Appeal Site is suitably accessible, a comparison was made with the Cheadle North Strategic Development Area Site (application ref: SMD/2018/0180) which is an allocated site (CH001 in the Staffordshire Moorlands Local Plan) and has now been granted planning consent. This was included in detail within Section 3.2 of the TAA dated April 2022 (**CD 2.15**) and I have summarised that exercise in the following paragraphs.

5.2.2 A detailed analysis of the various walking distances contained within the guidance documents is provided within Section 5 of the TA dated August 2021 (**CD 1.15**) and a more detailed review in Section 3 of the TAA dated April 2022 (**CD 2.15**). This analysis is set out below for ease of reference.

5.2.3 A distance of 1,950 metres is considered an acceptable maximum distance for residents to walk to/from employment, leisure and retail provision. As stated within SCC's consultation response Cheadle Town Centre is located approximately 1,600 metres from the application site.

5.2.4 It should be noted that the application site is located approximately 600 metres north (assumed centre point to centre point) of the allocated/consented Cheadle North Strategic Development Area Site (Planning Ref: SMD2018/0180). The Cheadle North Strategic Development Site, is located around 1,320 metres from Cheadle town centre and therefore is outside of the 800 metre distance stated in SCC Consultation Response.

- 5.2.5** The accessibility of the allocated/consented site was considered as part of the adoption of the Staffordshire Moorlands Local Plan as well as the determination of the planning application. During which no objections were raised regarding the sustainability of the site, in addition, there were no requirements for any improvements to pedestrian/cycle infrastructure on A521 Froghall Road, which would be the route used by residents of both this planning application and the allocated site.
- 5.2.6** For the purpose of this exercise, a comparison of the walking distances to local amenities has been undertaken from the application site and the Cheadle North Strategic Development area. These approximate distances are taken from the centre of the two sites, using the existing and proposed footway provision along the A521 Froghall Road which links with the footway provision within Cheadle. They are shown below in Table 5.1.

Amenity	Application Site	Cheadle North Strategic Site
Bus Stops	500m/6 minutes (A521 Froghall Road/Hammersley Heyes Road)	340m/4 minutes (A521 Froghall Road/Adjacent Donkey Lane)
Nursery	1,800m/21 minutes (Daisy Chains)	1,460m/17 minutes (Daisy Chains)
Primary School (Existing)	1,970m/23 minutes (St Giles Catholic Primary School)	1,630m/19 minutes (St Giles Catholic Primary School)
Primary School (Proposed)	650m/8 minutes (North Strategic Site)	300m/4 minutes (North Strategic Site)
Secondary School 1	2,600m/31 minutes (Painsley Catholic College)	2,240m/27 minutes (Painsley Catholic College)
Secondary School 2	2,640m/31 minutes (The Cheadle Academy)	2,280m/27 minutes (The Cheadle Academy)
Town Centre	1,600m/19 minutes (High Street)	1,320m/16 minutes (High Street)
Post Office	1,880m/22 minutes (Cheadle Post Office)	1,530m/18 minutes (Cheadle Post Office)
Large Supermarket	1,730m/21 minutes (Morrisons)	1,320m/16 minutes (Morrisons)
Doctors Surgery	1,630m/19 minutes (The Tardis Surgery)	1,290m/15 minute (The Tardis Surgery)

**Table 5.1 – Comparison of Walk Distances/Walk Times to
Local Amenities (From Centre of Sites)**

5.2.7 As can be seen in Table 5.1, the Appeal Site is 1,600 metres (19 minute walk) from a range of local amenities included the town centre. In addition, the walking distances to the secondary schools located to the south of the town centre are within a similar walking distance to that of the Cheadle North Strategic Area. The differences in the walking distances include a few minutes and will not be significant in my view in someone’s likelihood to walk to any of the local amenities.

5.2.8 The improvements proposed, covered in Section 3 of my evidence, will clearly be a benefit to existing residents and visitors to the town as well we those living or visiting the Appeal Site.

5.2.9 Based on the above, it is concluded that the Appeal Site is accessible by non-car modes with a range of amenities within walking distance site. In addition, the walking distances to the local amenities are comparable to that of the Cheadle North Strategic Area which was deemed to be sustainable both during the Local Plan process and the planning application process.

5.3 Accessibility By Bus

5.3.1 The nearest bus stops to the Appeal Site are located on the A521 Froghall Road approximately 500 metres (around a 6 minute walk) from the centre of the site. These bus stops can be accessed via A521 Froghall Road and Hammersley Hayes Road.

5.3.2 The bus stops on the A521 Froghall Road are served by the Number 30 bus services that provide access to Hanley (City Centre) and Uttoxeter, as well as Cheadle town centre, which are likely to be the main areas of employment for potential residents of the development.

5.3.3 **Table 5.2** below summarises the existing bus provision operating along the A521 Froghall Road.

Serv No	Route	Monday – Friday (per hour)				Sat	Sun
		AM Peak	Midday	PM Peak	Eve		
30	Tean - Cheadle - Leek	Services at 0904 & 1134				0	0
	Leek - Cheadle - Tean	Services at 1106 & 1456				0	0
32	Hanley - Werrington - Cheadle - Uttoxeter	1	1	1	1	0	0
	Cheadle - Werrington - Hanley – Uttoxeter	1	0	1	1	0	0

Table 5.2 - Existing Bus Services Operating Along the A521 Froghall Road

- 5.3.4** As can be seen from Table 5.2, the bus stops on the A521 Froghall Road are served by an hourly service in each direction between Hanley and Uttoxeter (Weekdays). The bus service to Hanley visit the stops at 0633 and 0737 hours from Monday to Friday, and these services arrive in Hanley at around 0716 and 0806 hours respectively. The last buses to depart Hanley on a weekday are at 1655, 1810 and 1840 hours.
- 5.3.5** Whilst the service to Uttoxeter from Monday to Friday is at 0746 hours, this service arrives in Uttoxeter at around 0826 hours. The last buses to depart Uttoxeter on a weekday are at 1633, 1813 and 1913 hours. It should be noted that the above services travel through Cheadle town centre with a journey time of around 7 minutes.
- 5.3.6** Based on this, it can be concluded that the local bus services provides a viable option for commuter trips to and from Hanley, Uttoxeter and Cheadle, which are likely to represent the main areas of employment for potential residents of the development and therefore provide the opportunity for commuter journeys to be undertaken by bus.

5.3.7 The contribution of £700 per dwelling will provide funds to improve bus infrastructure in the vicinity of the Appeal Site and ensure that the bus services in Cheadle remain viable and will clearly be a benefit to existing residents and visitors to the town as well as those living or visiting the Appeal Site.

5.3.8 It is therefore concluded that the existing and proposed bus service provision along the A521 Froghall Road provides the opportunity for journeys to be undertaken by bus to and from the application and that the Appeal Site is accessible by bus.

5.4 Accessibility Summary

5.4.1 Based on the above, it is concluded that the Appeal Site is accessible by non-car modes with a range of amenities within walking distance. In addition, the walking distances to the local amenities are comparable to that of the Cheadle North Strategic Area which was deemed to be sustainable both during the Local Plan process and the planning application process.

5.4.2 The proposals will also provide off site improvements to ‘maximise sustainable transport solutions’ to accord with paragraph 110 of the new NPPF and ensure that ‘sustainable transport modes are prioritised’ to accord with paragraph 115 of the new NPPF.

6 TRAFFIC IMPACT ANALYSIS

6.1 Introduction

6.1.1 To assist the Inspector on the matter of traffic impact, I will set out in this section of my evidence the details of the traffic modelling carried out during the planning application process. Some of the junctions on the agreed network of assessment were assessed in a number of the formal technical submissions. To ensure that this is clear, I will take each junction in turn and provide more detail of how the junction modelling in each case in the following sections.

6.1.2 The junctions included within the original August 2021 TA were as follows:

- Site Access junction with A521 Froghall Road.
- A522 Leek Road/A521 Froghall Road priority controlled junction.
- A522 Leek Road/A521 High Street/A522 Tape Street mini-roundabout.
- A522 Tape Street/B5417 Queen Street mini-roundabout.
- A522 Tape Street/Well Street/A521 Chapel Street roundabout.
- A522 Tape Street/B5032 Ashbourne Road mini-roundabout.

6.2 Site Access Junction with A521 Froghall Road

6.2.1 The latest assessment of this junction is included within Section 4.10 of the TAA dated April 2022 (**CD 2.15**).

6.2.2 To assess the operation of the proposed A521 Froghall Road/Site Access priority roundabout junction, the JUNCTIONS 9 computer programme has been utilised using the proposed junction layout plan (**CD 2.17**).

6.2.3 To ascertain the impacts of the proposed development, assessments have been undertaken using the 2033 'With Development' Flows. The results of this analysis are summarised below in **Table 6.1** whilst the full output is contained within Appendix 4 of the TAA dated April 2022 (**CD 2.15**).

Arm	2033 With Development Flows			
	Weekday AM		Weekday PM	
	RFC	Q	RFC	Q
A521 Froghall Road (n)	0.30	0	0.30	0
Site Access	0.08	0	0.05	0
A521 Froghall Road (s)	0.20	0	0.32	1

Table 6.1- Summary of JUNCTIONS 9 Results for the A521 Froghall Road/Site Access Junction – 2033 Base and With Development Flows

6.2.4 As can be seen, the proposed A521 Froghall Road/Site Access junction is forecast to operate well within its theoretical capacity.

6.2.5 This assessment is agreed with SCC.

6.2.6 Based on the above it is concluded that the proposed Appeal Site Access junction can accommodate the levels of traffic forecast to be generated by the proposed development.

6.3 A522 Leek Road/A521 Froghall Road

6.3.1 The latest assessment of this junction is included within Section 4.10 of the TAA dated April 2022 (**CD 2.15**).

6.3.2 To assess the operation of the A522 Leek Road/A521 Froghall Road/Harborne Road/Greenways priority controlled junctions, the junctions have been separated into following two junctions to enable the JUNCTIONS 9 Computer programme to model the operation of the junctions accurately;

- A522 Leek Road/A521 Froghall Road priority controlled (Greenways excluded due to minimal traffic flows);
- A522 Leek Road/Harborne Road priority controlled junction.

6.3.3 For the purposes of the assessment of the A522 Leek Road/Froghall Road junction, reference has been made to the agreed model submitted in support of the North Strategic Development Planning Application (Planning Ref: SMD2018/0180).

6.3.4 Assessments of the A522 Leek Road/A521 Froghall Road have been undertaken using the 2022 Surveyed Flows and the model validated to reflect the observed queues at the junction. **Table 6.2** Below summarises the results of the 2022 Surveyed Flows for the validated model, the full JUNCTIONS 9 output is contained within Appendix 5 of the TAA dated April 2022 (**CD 2.15**).

Arm	2022 Surveyed Flows			
	Weekday AM		Weekday PM	
	RFC	Q	RFC	Q
A521 Froghall Road Left	0.51	1	0.45	1
A521 Froghall Road Right	0.11	1	0.04	0
A522 Leek Road (S) Right Ahead	0.35	1	0.63	2

Table 6.2- Summary of JUNCTIONS 9 Results for the A522 Leek Road/A521 Froghall Road– 2022 Surveyed Flows

- 6.3.5** As can be seen, the A522 Leek Road/A522 Froghall Road is forecast to operate within its theoretical capacity during the peak periods. On-site observations indicate that a ‘rolling queue’ occurs on the A522 Leek Road past the A522 Froghall Road arm at certain points during the AM peak period. This does result in queuing on the A522 Froghall Road arm of the junction, but this is for a short period of time during the peak periods and this queuing is included within the calculated average queue used to validate the model.
- 6.3.6** To ascertain the impacts of the proposed development, assessments have been undertaken using the 2033 Base and ‘With Development’ Flows. The results of this analysis are summarised below in **Table 6.3**, whilst the full output is contained within Appendix 5 of the TAA dated April 2022 (**CD 2.15**).

Arm	2033 Base Flows				2033 With Development Flows			
	Weekday AM		Weekday PM		Weekday AM		Weekday PM	
	RFC	Q	RFC	Q	RFC	Q	RFC	Q
A521 Froghall Road Left	0.60	1	0.55	1	0.67	2	0.59	1
A521 Froghall Road Right	0.16	0	0.11	0	0.23	0	0.17	0
A522 Leek Road (S) Right Ahead	0.40	1	0.74	4	0.42	1	0.84	6

Table 6.3- Summary of JUNCTIONS 9 Results for the A522 Leek Road/A521 Froghall Road Junction – 2033 Base and With Development Flows

- 6.3.7 As can be seen, the A522 Leek Road/A521 Froghall Road junction is forecast to operate within its actual capacity in the 2033 Base scenarios.
- 6.3.8 With the addition of the proposed development there is forecast to be minimal increases in the RFC and queuing with the largest increase being that of 2 vehicles on the A522 Leek Road arm of the junction in the Weekday PM peak.
- 6.3.9 For robustness, this analysis has been undertaken using a synthesised assessment profile (ONE HOUR) which is likely to overestimate the levels of queuing and delay as it assumes that the traffic flows at the junction peak during the middle 30 minutes of the peak hour period assessment.
- 6.3.10 Based on the above, it is concluded that the Appeal proposals will have a minimal impact on the operation of the A522 Leek Road/A521 Froghall Road junction.
- 6.3.11 Assessments of the A522 Leek Road/Harborne Road priority controlled junction have been undertaken using the 2022 Surveyed Flows and the model validated to reflect the observed queues at the junction. **Table 6.4** Below summarises the results of the 2022 Surveyed Flows for the validated model, the full JUNCTIONS 9 Output is contained within Appendix 5 of the TAA dated April 2022 (**CD 2.15**).

Arm	2022 Surveyed Flows			
	Weekday AM		Weekday PM	
	RFC	Q	RFC	Q
Harborne Road	0.16	0	0.09	0
A522 Leek Road (S) Right Ahead	0.07	0	0.07	0

Table 6.4 - Summary of JUNCTIONS 9 Results for the A522 Leek Road/Harborne Road – 2022 Surveyed Flows

6.3.12 As can be seen, the A522 Leek Road/Harborne Road is forecast to operate within its theoretical capacity in the 2022 Surveyed Flow scenarios.

6.3.13 To ascertain the impacts of the proposed development, assessments have been undertaken using the 2033 Base Flows and ‘With Development’ Flows. The results of this analysis are summarised below in **Table 6.5** whilst the full output is contained within Appendix 5 of the TAA dated April 2022 (**CD 2.15**).

Arm	2033 Base Flows				2033 With Development Flows			
	Weekday AM		Weekday PM		Weekday AM		Weekday PM	
	RFC	Q	RFC	Q	RFC	Q	RFC	Q
Harborne Road	0.19	0	0.11	0	0.19	0	0.11	0
A522 Leek Road (S) Right Ahead	0.08	0	0.09	0	0.09	0	0.09	0

Table 6.5 - Summary of JUNCTIONS 9 Results for the A522 Leek Road/Harborne Road Junction – 2033 Base and With Development Flows

6.3.14 As can be seen, the A522 Leek Road/Harborne Road junction is forecast to operate within its actual capacity in the 2033 Base scenarios.

6.3.15 With the addition of the proposed development there is forecast to be minimal increases in the RFC and queuing with the largest increase being that of 9 vehicles on the A522 Leek Road arm of the junction in the Weekday PM peak.

6.3.16 These assessments were agreed with SCC and the impact of the Appeal proposals would not be severe.

6.4 A522 Leek Rd/A521 High St/A522 Tape St Mini-Roundabout

6.4.1 This junction was the subject of more detailed discussions with SCC during the planning application process. SCC requested a number of detailed amendments to the assessments so that it more accurately reflected the operation

6.4.2 To assess the operation of the A522 Leek Road/A521 High Street/A522 Tape Street mini-roundabout junction, the JUNCTIONS 9 Computer programme has been utilised.

6.4.3 **Table 6.6** below summarises the results of the 2033 Base and With Development flow assessments of the junction as contained within the submitted TN03 dated January 2023 (**CD 2.24 and Appendix 1**).

Arm	2033 Base Flows				2033 With Development Flows			
	Weekday AM		Weekday PM		Weekday AM		Weekday PM	
	RFC	Q	RFC	Q	RFC	Q	RFC	Q
A522 Leek Road	1.05	30	1.10	51	1.10	44	1.12	60
A522 Tape Street	0.54	1	0.53	1	0.55	1	0.55	1
A521 High Street	0.49	1	0.65	2	0.50	1	0.68	2

Table 6.6- Summary of JUNCTIONS 9 Results for the A522 Leek Road/A521 High Street/A522 Tape Street Junction – 2033 Base and With Development Flows

- 6.4.4 As can be seen, the A522 Leek Road arm of the junction is forecast to operate in excess of its actual capacity in the both the Weekday periods. The other arms of the junction are forecast to operate within their theoretical capacity in both Base scenarios.
- 6.4.5 With the addition of the development traffic in 2033 the RFC on the A522 Leek Road in both peaks is forecast to continue to exceed 1.00. On the A522 Leek Road the Mean Max Queue increases by up to 14 vehicles in the AM peak and by 9 vehicles in the PM peak.
- 6.4.6 In addition, when the RFC exceeds a value of 1.00 Junctions 9 provides results with exaggerated levels of queuing and it must also be noted that this analysis assumes a synthesised assessment profile (ONE HOUR) which is likely to overestimate the levels of queuing and delay as it assumes that the traffic flows at the junction peak during the middle 30 minutes of the peak hour period assessment.

- 6.4.7 The proposed development is forecast to result in an increase of between 40-45 two-way trips at junction during the peak periods (3% increase). Whilst the increases on the A522 Leek Road arm itself are 30 vehicle and 17 vehicles in the AM and PM peak periods respectively. These increases equate to less than 1 additional vehicle per minute during the even during the peak periods, therefore, the actual increase in vehicle movements at the junction will be minimal.
- 6.4.8 Based on the above it is concluded that the Appeal proposals will have a minimal impact on the operation of the A522 Leek Road/A521 High Street/A522 Tape Street mini-roundabout junction.
- 6.4.9 Discussions then took place with SCC regarding the details of the junction assessments. SCC suggested that the appellants considered formal improvement works at the junction to mitigate the impact of the appeal proposals. This was carried out and assessed as part of the TN03 document dated January 2023 (**CD 2.24 and Appendix 1**).
- 6.4.10 The appellants considered an improvement to this junction consisting of the widening of the Leek Road approach to the junction by circa 0.5 metres to provide an approach width of 4.5 metres whilst still retaining a 2 metre footway on the eastern side of the carriageway. The potential improvement scheme is displayed in **Plan 2** of TN03 (**CD 2.24 and Appendix 1**).
- 6.4.11 During the discussions with the officers at SCC, concerns were raised regarding whether the proposed mitigation scheme would offer any operational improvement on the ground, as it would still be a single approach mini-roundabout junction. The comments were noted and although the assessments using the standard industry assessment programmes have shown that the scheme will mitigate the impact at the junction, further consideration of potential mitigation schemes were undertaken. This was covered in TN04 dated February 2023 (**CD 2.31 and Appendix 2**) and set out below for ease of reference.

- 6.4.12** Prior to considering the potential mitigation schemes, it is important to make note of the proposed impact of the development proposals on the junction. The proposed development is forecast to result in an increase of between 40-45 two-way trips at junction during the peak periods (3% increase).
- 6.4.13** The increases on the A522 Leek Road arm itself are 30 vehicle and 17 vehicles in the AM and PM peak periods respectively. These increases equate to 1 additional vehicle around every 2 minutes during the peak periods, therefore, the actual increase in vehicle movements at the junction will be minimal.
- 6.4.14** These minimal increases in vehicle movements are reflected within the capacity assessments which forecast that the A522 Leek Road arm will operate with RFC's over 1.00 in the Base and With Dev scenarios and that the Mean Max Queue increases by up to 14 vehicles in the AM peak and by just 9 vehicles in the PM peak. Therefore, the development proposals, especially in the PM peak, cannot be deemed to result in a severe impact on the local highway network.
- 6.4.15** Given the layout of the mini-roundabout junction, the forecast increases in traffic as a result of the development proposals on the A521 High Street and A522 Tape Street arms of the roundabout will have little or no impact on the operation of the A522 Leek Road arm, as traffic on this arm does not have to give-way to these particular arms.
- 6.4.16** On-site observations at the time of the 2022 traffic counts indicated that the existing Zebra crossing to the north of the mini-roundabout is used frequently, especially during the weekday AM peak. Due to it being a zebra crossing, vehicles have to give-way to pedestrians, which in turn results in increased queuing on the A522 Leek Road. As detailed previously, queuing occurred on the A522 Leek Road during both peak periods in the 2022 traffic counts.
- 6.4.17** To ascertain the levels of pedestrians using the zebra crossing, a pedestrian survey was undertaken at the zebra crossing on the A522 Leek Road on Wednesday 25th January 2023 between 0730 to 0930 hours and 1630 to 1830 hours.

6.4.18 **Table 6.7** below summarises the results of this survey for the weekday AM peak period (0815-0915 hours), whilst **Table 6.8** details the pedestrian demand for the weekday PM peak (1630-1730 hours) the full data is contained **Appendix 2** of TN04 (**CD 2.31 and Appendix 2**).

Time	Weekday AM Peak	
	W/B	E/B
08:17:15	1	
08:22:04	1	
08:22:59	3	
08:23:40	1	
08:25:50	2	
08:26:41	1	
08:28:26	1	
08:29:21	3	
08:30:36	3	
08:31:35	2	
08:33:33	3	
08:33:46	1	
08:37:20	1	
08:41:32		1
08:42:47	3	
08:43:24	1	
08:45:04	1	
08:46:40	1	
08:51:01		1
08:55:17		1
08:58:03	1	
09:04:43		3
09:09:41	1	
09:12:56		1

Table 6.7 – Summary of Pedestrian Counts at A522 Leek Road Zebra Crossing - AM

Time	Weekday PM Peak	
	W/B	E/B
16:33.34		1
16:41:43	1	
16:41:53		1
16:45:26		2
16:46:09	1	
16:54:29	2	
17:00:13	1	
17:00:47	1	
17:01:15	1	
17:01:50		1
17:04:24	3	
17.08.22		1
17:09:02	1	
17:09:16	1	
17:10:25		1
17:17:22	2	
17:18.02		1
17:18:09	1	
17:27:34	1	
17:27:6	1	
17:29:17	2	

Table 6.8 – Summary of Pedestrian Counts at A522 Leek Road Zebra Crossing - PM

6.4.19 As can be seen, pedestrians use the zebra crossing on 24 separate occasions during the Weekday AM peak, with 9 individual crossings occurring between the 10 minute between 0823 and 0833 hours and further 5 separate crossings in the 5 minute period between 0841 and 0846 hours.

- 6.4.20 In the Weekday PM peak, there are fewer recorded pedestrian crossings during the peak hour, but there are still a total of 22 separate crossings during the peak period. It should be noted that between 1654 and 1720 hours, when queuing back to the A521 Froghall Road junction occurs, a total of 13 separate crossings occurred at the zebra crossing, with 4 separate crossings occurring in the 2 minute period between 1700 and 1702 hours.
- 6.4.21 As previously stated, unlike a signalised crossing, a zebra crossing operates on the basis of vehicles giving way to pedestrians. The ad hoc calling of a zebra therefore results in increased instances where vehicles are stopped, which in turn results in increases delays and queuing on the A522 Leek Road.
- 6.4.22 It is therefore considered that a potential improvement to the operation of the A522 Leek Road could be achieved through the conversion of the existing zebra crossing to a signal controlled crossing. The provision of the signalised crossing would reduce delays for vehicles on the A522 Leek Road by reducing the instances where vehicles are stopped for pedestrians.
- 6.4.23 If, for robustness, a cycle time of 30 seconds was assumed for the crossing, between 1700 and 1702 hours this would potentially reduce the instances where vehicles are stopped by half, if not more, and in turn reduce delays/queuing on the A522 Leek Road. Similar reductions in vehicles stopping at the existing crossing would occur throughout the peak periods as the pedestrian surveys indicate that pedestrians crossings tend to be grouped together.
- 6.4.24 In addition to the improvements to the operation of the A522 Leek Road, the provision of a signalised crossing in this location would provide pedestrian safety benefits, as such controlled crossing arrangements benefit visual and mobility impaired users by ensuring the stoppage of traffic.

6.4.25 Based on the above, capacity and highway safety improvements to the operation of the A522 Leek Road corridor could be provided through the signalisation of the existing zebra crossing on the A522 Leek Road. These improvements could be provided either separately or in conjunction with the previously submitted mitigation scheme at the A522 Leek Road/A521 High Street/A522 Tape Street mini-roundabout.

6.4.26 SCC have agreed that the signalisation of the zebra crossing, a contribution of £50,000 will be included within the Section 106, will provide suitable mitigation to the Appeal proposals.

6.4.27 As such, the impact of the Appeal proposals on this junction would not be severe.

6.5 A522 Tape Street/B5417 Queen Street Mini-Roundabout

6.5.1 The latest assessment of this junction is included within Section 4.10 of the TAA dated April 2022 (**CD 2.15**).

6.5.2 To assess the operation of the A522 Tape Street/B5417 Queen Street mini-roundabout junction, the JUNCTIONS 9 Computer programme has been utilised.

6.5.3 Assessments have been undertaken using the 2022 Surveyed Flows and the model validated to reflect the observed queues at the junction. **Table 6.9** below summarises the results of the 2022 Surveyed Flows for the validated model, the full JUNCTIONS 9 Output is contained within Appendix 7 of the TAA dated April 2022 (**CD 2.15**).

Arm	2022 Surveyed Flows			
	Weekday AM		Weekday PM	
	RFC	Q	RFC	Q
A522 Tape Street (N)	0.56	1	0.62	2
B5417 Queen Street	0.55	1	0.30	1
A522 Tape Street (S)	0.38	1	0.49	1

Table 6.9 - Summary of JUNCTIONS 9 Results for the A522 Tape Street/B5417 Queen Street Avenue Junction – 2022 Surveyed Flows

- 6.5.4** As can be seen, the A522 Tape Street/B5417 Queen Street is forecast to operate within its theoretical capacity with minimal queuing in both the Weekday AM and PM 2022 Surveyed Flows scenarios.
- 6.5.5** To ascertain the impacts of the proposed development, assessments have been undertaken using the 2033 Base Flows and ‘With Development’ Flows. The results of this analysis are summarised below in **Table 6.10** whilst the full output is contained within Appendix 7 of the TAA dated April 2022 (**CD 2.15**).

Arm	2033 Base Flows				2033 With Development Flows			
	Weekday AM		Weekday PM		Weekday AM		Weekday PM	
	RFC	Q	RFC	Q	RFC	Q	RFC	Q
A522 Tape Street (N)	0.62	2	0.69	2	0.65	2	0.70	2
B5417 Queen Street	0.68	2	0.35	1	0.74	3	0.36	1
A522 Tape Street (S)	0.41	1	0.55	1	0.42	1	0.56	1

Table 6.10 - Summary of JUNCTIONS 9 Results for the A522 Tape Street/B5417 Queen Street Avenue Junction – 2033 Base and With Development Flows

6.5.6 As can be seen, the A522 Tape Street/B5417 Queen Street junction is forecast to operate within its theoretical capacity in the 2033 Base Flow scenarios. With the addition of the development traffic there is forecast to be minimal increases in delay and queuing at the junction.

6.5.7 Based on the above it is concluded that the proposed development will have a minimal impact on the operation of the A522 Tape Street/B5417 Queen Street junction.

6.5.8 These assessments were agreed with SCC and the impact of the Appeal proposals would not be severe.

6.6 A522 Tape St/Well St/A521 Chapel St Roundabout

6.6.1 The latest assessment of this junction is included within Section 4.10 of the TAA dated April 2022 (**CD 2.15**).

6.6.2 To assess the operation of the A522 Tape Street/Well Street/A521 Chapel Street roundabout junction, the JUNCTIONS 9 Computer programme has been utilised.

6.6.3 Assessments have been undertaken using the 2022 Surveyed Flows and the model validated to reflect the observed queues at the junction. **Table 6.11** below summarises the results of the 2022 Surveyed Flows for the validated model, the full JUNCTIONS 9 Output is contained within Appendix 8 of the TAA dated April 2022 (**CD 2.15**).

Arm	2022 Surveyed Flows			
	Weekday AM		Weekday PM	
	RFC	Q	RFC	Q
A522 Tape Street (S)	0.24	0	0.59	1
Well Street	0.75	3	0.79	4
A521 Chapel Street	0.24	0	0.38	1
A522 Tape Street (N)	0.56	1	0.71	2

Table 6.11 - Summary of JUNCTIONS 9 Results for the A522 Tape Street/Well Street/A521 Chapel Street Rbt Junction – 2033 Base and With Development Flows

6.6.4 As can be seen, the A522 Tape Street/Well Street/A521 Chapel Street is forecast to operate within its theoretical capacity with minimal queuing in both the Weekday AM and PM 2022 Surveyed Flows scenarios.

6.6.5 To ascertain the impacts of the proposed development, assessments have been undertaken using the 2033 Base Flows and ‘With Development’ Flows. The results of this analysis are summarised below in **Table 6.12** whilst the full output is contained within Appendix 8 of the TAA dated April 2022 (**CD 2.15**).

Arm	2033 Base Flows				2033 With Development Flows			
	Weekday AM		Weekday PM		Weekday AM		Weekday PM	
	RFC	Q	RFC	Q	RFC	Q	RFC	Q
A522 Tape Street (S)	0.28	1	0.72	3	0.28	0	0.74	3
Well Street	0.84	5	0.91	8	0.84	5	0.93	10
A521 Chapel Street	0.26	0	0.43	1	0.26	0	0.43	1
A522 Tape Street (N)	0.63	2	0.80	4	0.66	2	0.81	4

Table 6.12 - Summary of JUNCTIONS 9 Results for the A522 Tape Street/Well Street/A521 Chapel Street Rbt Junction – 2033 Base and With Development Flows

6.6.6 As can be seen, the A522 Tape Street/Well Street/A521 Chapel Street roundabout junction is forecast to operate within its actual capacity in the 2033 Base scenarios. With the addition of the proposed development there is forecast to be minimal increases in the RFC.

6.6.7 Based on the above it is concluded that the Appeal proposals will have a minimal impact on the operation of the A522 Tape Street/Well Street/A521 Chapel Street junction

6.6.8 These assessments were agreed with SCC and the impact of the Appeal proposals would not be severe.

6.7 A522 Tape St/B5032 Ashbourne Rd Mini-Roundabout

6.7.1 The latest assessment of this junction is included within Section 4.10 of the TAA dated April 2022 (CD 2.15).

6.7.2 Assessments have been undertaken using the 2022 Surveyed Flows and the model validated to reflect the observed queues at the junction. **Table 6.13** Below summarises the results of the 2022 Surveyed Flows for the validated model, the full JUNCTIONS 9 Output is contained within **Appendix 9** of the TAA dated April 2022 (**CD 2.15**).

Arm	2022 Surveyed Flows			
	Weekday AM		Weekday PM	
	RFC	Q	RFC	Q
A522 Tape Street (N)	0.71	2	0.59	1
B5032 Ashbourne Road	0.54	1	0.59	1
A522 Tape Street (S)	0.83	5	0.74	3

Table 6.13 - Summary of JUNCTIONS 9 Results for the A522 Tape Street/B5032 Ashbourne Road Junction – 2033 Base and With Development Flows

6.7.3 As can be seen in Table 4.18 above, the A522 Tape Street/B5032 Ashbourne Road is forecast to operate within its theoretical capacity with minimal queuing in both the Weekday AM and PM 2022 Surveyed Flows scenarios.

6.7.4 To ascertain the impacts of the proposed development, assessments have been undertaken using the 2033 Base Flows and ‘With Development’ Flows. The results of this analysis are summarised below in **Table 6.14** whilst the full output is contained within Appendix 9 of the TAA dated April 2022 (**CD 2.15**).

Arm	2033 Base Flows		2033 With Development Flows	
	Weekday AM	Weekday PM	Weekday AM	Weekday PM

	RFC	Q	RFC	Q	RFC	Q	RFC	Q
A522 Tape Street (N)	0.80	4	0.66	2	0.83	13	0.67	1
B5032 Ashbourne Road	0.63	2	0.69	2	0.65	2	0.71	1
A522 Tape Street (S)	0.92	9	0.85	5	0.94	9	0.87	6

Table 6.14 - Summary of JUNCTIONS 9 Results for the A522 Tape Street/B5032 Ashbourne Road Roundabout Junction – 2033 Base and With Development Flows

- 6.7.5 As can be seen in Table 6.14, the A522 Tape Street/B5032 Ashbourne Road roundabout junction is forecast to operate within its actual capacity in the 2033 Base scenarios. With the addition of the proposed development there is forecast to be minimal increases in the RFC.
- 6.7.6 Based on the above it is concluded that the proposed development will have a minimal impact on the operation of the A522 Tape Street/B5032 Ashbourne Road junction
- 6.7.7 These assessments were agreed with SCC and the impact of the Appeal proposals would not be severe.

6.8 Capacity Assessment Summary

6.8.1 In summary, the capacity assessments undertaken during the planning application process have demonstrated the following:

- The proposed access junction off the A521 Froghall Road has been designed to accord with highway design standards and will have sufficient capacity to accommodate the Appeal proposals.
- The Appeal proposals will have a minimal impact on the operation of the A522 Leek Road/A521 Froghall Road priority controlled junction and will be improved by the proposed signalisation of the existing zebra crossing on Leek Road.
- The junction analysis of the A522 Leek Road/A521 High Street/A522 Tape Street mini-roundabout has demonstrated that the Appeal proposals will have a minimal impact on the operation of the junction.
- The Appeal proposals will have minimal impact on the operation of the A522 Tape Street/B5417 Queen Street mini-roundabout junction.
- The Appeal proposals will have a minimal impact at the A522 Tape Street/Well Street/A521 Chapel Street roundabout.
- The Appeal proposals will have a minimal impact on the operation of the A522 Tape Street/B5032 Ashbourne Road roundabout junction.

6.8.2 It is therefore concluded that the Appeal proposals will result in a minimal impact and can be accommodated on the local highway network with the minor mitigation proposed.

7 THIRD PARTY OBJECTIONS

7.1 Introduction

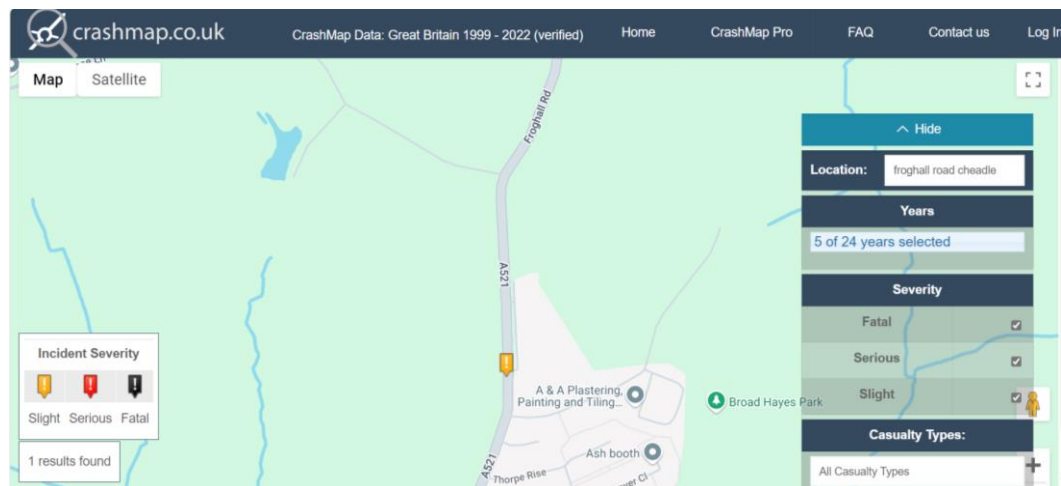
7.1.1 Notwithstanding the fact that SCC have no objection to the Appeal proposals and the planning application was not refused on any transport or highways grounds, this section of my evidence will deal with the third party representations to the planning application which are summarised on Page 5 of the Committee Report (**CD 4.2**). However, I have looked at each individual objection and considered each pertinent transport and highways point in detail, although many different representations cover similar matters. The various matters raised are broad ranging in detail but generally can be summarised as follows:

- Safety of Froghall Road in the vicinity of the Appeal Site.
- Traffic impact of the Appeal proposals.
- Public transport accessibility.
- Location and design of the Appeal Site access.
- Timing of traffic surveys in relation to school holidays and ‘Alton Towers’ season.
- Footway provision between the Appeal Site and Cheadle town centre.
- Proximity of local amenities to Appeal Site.
- Additional traffic generated by MJS Transport site.

7.2 Safety of Froghall Road

7.2.1 A number of third party representations referred to the safety of Froghall Road in the vicinity of the Appeal Site. In order to establish the safety record of Froghall Road, a review of the Crashmap website (www.crashmap.co.uk) has been undertaken.

7.2.2 The information provided on the website covered the most recent five-year period in the vicinity of the Appeal Site. According to the data provided there has been only one personal injury accident within the study area, as shown below. This area covers the Appeal Site frontage as well as around 400 metres along Froghall Road on both directions either side of the proposed vehicular access.



7.2.3 This particular accident involved one vehicle and one slight casualty at the junction of Froghall Road and the southern end of the service road that serves the properties immediately south of the Appeal Site.

7.2.4 The evidence therefore shows that there are no particular engineering issues or problems with the road network or junction layouts. Froghall Road in the vicinity of the Appeal Site clearly operates without any road safety issues at all.

7.2.5 In view of this information, it can be concluded that the local highway network in the vicinity of the Appeal Site does not have a poor safety record, and it is highly unlikely that this situation should be materially worsened as a consequence of the Appeal proposals.

7.2.6 In addition, the implementation of the proposed Site Access roundabout, and the associated reduction in speed limit on Froghall Road, will reduce vehicular speeds travelling into and out of Cheadle and improve the safety for all road users.

7.3 Traffic Impact of the Appeal Proposals

- 7.3.1** Many of the third party representations mention their concerns with the traffic impact of the proposals. This matter was discussed in detail throughout the planning application process and within Section 6 of my evidence.
- 7.3.2** The traffic impact of the Appeal proposals has been covered in detail in a number of formal submissions as the planning application progressed. The initial traffic impact analysis was included in Section 7 of the August 2021 TA (**CD 1.15**). This was supplemented by a revised traffic impact analysis carried out using updated traffic surveys from February and March 2022. This was contained within Section 4 of the Transport Assessment Addendum (TAA) dated April 2022 (**CD 2.15**).
- 7.3.3** A further qualitative analysis of the traffic impact was carried out in Technical Note 04 (**CD 2.31**) dated February 2023.
- 7.3.4** Table 4.5 of the TAA summarises the impact of the Appeal proposals at the various junctions within the vicinity of the Appeal Site and within Cheadle town centre. This is based on the updated traffic surveys and the trip generation rates and trip distribution and assignment agreed with SCC.
- 7.3.5** This is reproduced in Table 7.1 below:

Peak Period	2033 Base Flows	2033 'With Development' Flows	Changes in Traffic	Percentage Change
A522 Leek Rd/A521 Froghall Rd/Harborne Rd/Greenways Priority Junction				
Weekday AM Peak	1276	1333	+57	4%
Weekday PM Peak	1596	1659	+63	4%
A522 Leek Road/A521 High Street/A522 Tape Street Mini-roundabout				
Weekday AM Peak	1383	1423	+40	3%
Weekday PM Peak	1755	1800	+45	3%
A522 Tape Street/B5417 Queen Street Mini-roundabout				
Weekday AM Peak	1487	1423	+36	2%
Weekday PM Peak	1820	1800	+34	2%
A522 Tape Street/Well Street/A521 Chapel Street Roundabout				
Weekday AM Peak	1983	2019	+36	1%
Weekday PM Peak	2564	2598	+34	2%
A522 Tape Street/B5032 Ashbourne Road Mini-roundabout				
Weekday AM Peak	1574	1610	+36	2%
Weekday PM Peak	1885	1919	+34	2%

Table 7.1 – Predicted Changes in Traffic Flow Resulting from Appeal Proposals

- 7.3.6** This demonstrates that the impact of the Appeal proposals at any location within Cheadle is likely to be minimal. None of these junctions would experience any impact of more than around one two-way vehicular movement every minute during even the busiest period of the day. These differences are very small and would be within the variation in daily flows.
- 7.3.7** In addition, Section 4.10 of the TAA includes a detailed assessment of each of the above junctions and establishes the impact of the Appeal proposal on each one's peak hour operation.

7.3.8 The impact of the Appeal proposals was demonstrated to be minimal with small additional queues and delays at the various junctions. The Technical Note 03 (TN03) dated January 2023 (**CD 2.24 and Appendix 1**) provided further information on the impact of the proposals and offered an improvement to the junction of the A522 Leek Road/A521 High Street/A522 Tape Street.

7.3.9 However, further discussions with SCC led to this proposed mitigation being removed in favour of the conversion of the existing ‘zebra’ crossing on the A522 Leek Road to a formal signalised ‘PUFFIN’ crossing. This would provide a safer crossing for pedestrians and to allow pedestrians to cross in dedicated time periods to ensure the vehicular capacity of this section of Leek Road is increased reducing delay to all vehicles.

7.3.10 The detailed assessments of each junction on the local highway network is covered within Section 6 of my evidence.

7.3.11 This was accepted by SCC as providing sufficient mitigation of the impact of the Appeal proposals.

7.3.12 This matter is covered within the £50,000 within the Section 106 agreement to ‘upgrade pedestrian crossings in Cheadle town centre’. As detailed in Section 6.4 of my evidence, this consists of the signalisation of the existing Leek Road zebra crossing.

7.3.13 On the basis of this improvement, SCC, as local highway authority, were satisfied that the impact of the Appeal proposals was acceptable.

7.4 Public Transport Accessibility

7.4.1 One of the third party representations mentioned the perceived reduction in bus service provision in the area.

7.4.2 Following submission of the TAA dated April 2022 (**CD 2.15**), the Kingfisher service which operated along Froghall Road has been withdrawn and the 32 bus service which operates along Froghall Road has been extended to service Uttoxeter and its frequency increased.

7.4.3 The 32 service provides access to Hanley (City Centre), Cheadle town centre and Uttoxeter town centre.

7.4.4 The bus service to Hanley visit the stops at 0633 and 0737 hours from Monday to Friday, and these services arrive in Hanley at around 0716 and 0806 hours respectively. The last buses to depart Hanley on a weekday are at 1655, 1810 and 1840 hours. Whilst the service to Uttoxeter from Monday to Friday is at 0746 hours, this service arrives in Uttoxeter at around 0826 hours. The last buses to depart Uttoxeter on a weekday are at 1633, 1813 and 1913 hours.

7.4.5 Typical bus journey times from the Appeal Site are as follows in **Table 7.2**.

Destination	Duration
Cheadle	7 minutes
City Centre (Hanley)	33 minutes
Uttoxeter	40 minutes

Table 7.2 - Example Bus Journey Times from the Appeal Site

7.4.6 Based on this, it can be concluded that the local bus services provides an appropriate option for commuter trips to and from Hanley and Uttoxeter, which are likely to represent the main areas of employment for potential residents of the development and therefore provide services that would enable journeys to be undertaken by bus.

7.4.7 Notwithstanding the above, discussions have been held with the SCC Public Transport officer regarding the provision of a contribution of £700 per unit towards bus service improvements. This is the same level of contribution that they have agreed with other developments Staffordshire. SCC have agreed to provide more detail on what this contribution will be spent on.

7.4.8 This matter has been agreed with SCC.

7.5 Location and Design of the Appeal Site Access

- 7.5.1** The location and design of the Appeal Site access has been the subject of extensive discussion with SCC throughout the planning application process.
- 7.5.2** The site access is considered in Section 2 of the TAA (**CD 2.15**) as well as Section 2 of Technical Note 03 (TN03) (**CD 2.24 and Appendix 1**), and in TN04 (**CD 2.31 and Appendix 2**).
- 7.5.3** The proposed roundabout will have an ICD of 30 metres and will incorporate the unnamed road to the south to form a new four arm roundabout. The roundabout has been designed in accordance with the design standards contained within 'CD 116 – Geometric Design of Roundabouts'.
- 7.5.4** As part of the provision of the roundabout junction, the existing 30mph speed limit to the south of the site will be extended along the frontage of the application site. The proposed roundabout junction will not only provide vehicular access into the Appeal Site, but also act as a traffic calming measure to reduce vehicle speeds on this section of Froghall Road.
- 7.5.5** The scheme includes the provision of a gateway feature to the north of the Appeal Site this will extend the existing 30mph zone to a point north of the application site and reduce speeds around the existing bend to the north of the site which has substandard forward visibility for the current National Speed Limit. The proposed roundabout option accords with the required highway design standards.

7.5.6 As part of the design evolution of the site access and to demonstrate that the proposed roundabout junction provides safe and efficient access into the Appeal Site, an Independent Stage 1 Road Safety Audit (RSA1) was commissioned, the RSA1 together with the Designers Response is contained within Appendix 2 of the TAA **(CD 2.15)**.

7.5.7 The RSA1 did not raise any issues that could be addressed as part of the Designers Response or at the Detailed Design Stage.

7.5.8 Despite this, SCC requested a longer forward visibility splay to the north for southbound traffic approaching the roundabout. To accommodate this, the red edge was extended to the north.

7.5.9 SCC are satisfied that the proposed site access provides safe and suitable access to the Appeal Site and have suggested the following conditions to cover that matter:

‘2. Before the proposed development is brought into use, details shall be first submitted to and approved in writing by the local planning authority indicating full technical details of the proposed access off A521 Froghall Road generally in accordance with drawing 3277-F06 G but subject to full technical approval. The access shall thereafter be provided in accordance with the approved details prior to the proposed development being brought into use.

3. The development hereby permitted shall not be brought into use until the visibility splays shown on 3277-F06 G have been provided. The visibility splay shall thereafter be kept free of all obstructions to visibility over a height of 600 mm above the adjacent carriageway level. Any hedge shall be planted to the rear of this splay to account for growth.

4. Before the proposed development is brought into use, details shall be first submitted to and approved in writing by the local planning authority indicating full technical details of the proposed footway and footway alterations between the site access and number 170, Froghall Road including alterations to the service road (to numbers 204 to 172) and resurfacing of the service road, generally in accordance withdrawing 3277-F06 G but subject to full technical approval. The footway and associated alterations shall thereafter be provided in accordance with the approved details prior to the proposed development being brought into use.'

7.5.10 It also worth noting that there is no requirement for the Appeal proposals to include a secondary or emergency access and the principle of the single access has been considered acceptable by SCC.

7.5.11 In summary, the location and design of the proposed Appeal Site Access is considered acceptable by SCC to serve the Appeal proposals.

7.6 Timing of Traffic Surveys

7.6.1 A number of the third party representations have referred to the timing of the traffic surveys carried out to support the Appeal proposals. Some of these state that the surveys were undertaken during school holidays and others mention that they were not carried out during 'Alton Towers' season.

7.6.2 First of all, the traffic surveys carried out for the most recent traffic impact analysis, as detailed in paragraphs 4.2.2 to 4.2.4 of the TAA dated April 2022 (**CD 2.15**), were undertaken on Thursday 17th February 2022 and Thursday 17th March 2022. The February school half term in the area was from Monday 21st February to Friday 25th February 2022 and the Easter school holidays started on Monday 14th April 2022.

7.6.3 As such, it is clear that the traffic surveys were not undertaken during any school holidays.

7.6.4 In relation to the perceived ‘Alton Towers’ season, it is highly likely that traffic flows used within the various technical submissions are higher than those within the summer months or the school holidays when Alton Towers would be at its busiest. As such, the flows used within the Appeal analysis remain entirely appropriate.

7.6.5 In addition, SCC were content that the traffic surveys were undertaken in typical conditions to allow the traffic impact of the Appeal proposals to be established.

7.6.6 As such, the traffic surveys used within the traffic impact analysis for this Appeal are entirely appropriate.

7.7 Footway Provision between the Appeal Site and Cheadle Town Centre

7.7.1 A number of third party representations refer to the lack of footway provision between the Appeal Site and Cheadle town centre.

7.7.2 The vehicular access arrangements includes a footway link of 2 metres in width from the site access along the eastern side of Froghall Road and ties into the service road serving 172 to 204 Froghall Road. The arrangement also includes an uncontrolled pedestrian crossing with dropped kerbs and tactile paving to allow a pedestrian to cross the service road safely.

7.7.3 This is shown on Drawing Number 3277-F06 Revision G (**CD 2.17**) and enclosed within **Appendix 3** of my evidence.

7.7.4 This new footway link ensures that there is a continuous footway link between the Appeal Site and Cheadle town centre.

7.7.5 In addition, as detailed in Section 3.7 of my evidence, the Appellant is also funding a range of off site pedestrian infrastructure improvements which will enhance pedestrian accessibility and safety for all existing and proposed users within Cheadle. These are described in detail within Section 5.10 of my evidence.

7.7.6 These are summarised again below:

- A contribution of £50,000 for footway crossing improvements and a further £50,000 for the conversion of the existing zebra crossing to a signalised crossing on Leek Road will be provided by the appellant.
- The provision of these footway improvements on the A521 Froghall Road and the A522 Leek Road will provide linkages between the Appeal Site and the local amenities located in the vicinity of the Appeal Site.
- The Appellant has agreed to provide a contribution of £700 per dwelling to subsidise local bus services.

7.7.7 These improvements will benefit all existing, and future, users of the road and footway network in Cheadle and can be considered as overall benefits to the Appeal scheme.

7.7.8 Paragraph 7.25 from the Committee Report (**CD 4.2**) confirms SMDC's view on pedestrian accessibility:

'With the new and improved pedestrian routes, the development will facilitate walking and does offer a realistic alternative mode of travel.'

7.7.9 As such, the footway provision between the Appeal Site and the town centre will be improved by the Appeal proposals and will provide safe and suitable pedestrian to and from the Appeal Site.

7.8 Proximity of Local Amenities to Appeal Site

7.8.1 In addition to the footway provision, a number of third party representations refer to the proximity of local amenities to the Appeal Site.

7.8.2 In addition to SCC’s views on pedestrian accessibility, as detailed in my response to the previous matter, SMDC also confirm the following conclusion in paragraph 7.29 of the Committee Report:

‘To conclude, the site is accessible by sustainable travel modes in line with Policy T1 and further measures to facilitate and encourage walking and public transport as a mode of travel can be achieved as part of the development. The LHA are now satisfied with the proposal in terms of sustainable travel. With conditions in place to secure the footpaths and cycle paths and a Section 106 Agreement to secure the Travel Plan and financial contributions towards improved local bus services and pedestrian routes to the town centre there is compliance with Policies T1, T2 and the NPPF.’

7.8.3 A detailed analysis of the various walking distances contained within the guidance documents is provided within Section 5 of the TA dated August 2021 (**CD 1.15**). This was supplemented with a more detailed review of this matter in Section 3.2 of the TAA dated April 2022 (**CD 2.15**).

7.8.4 A comparison of the walking distances to local amenities has been undertaken from the Appeal Site. These are shown below in Table 5.1 in Section 5 of my evidence and these approximate distances are taken from the centre of the Appeal Site, using the existing and proposed footway provision along Froghall Road which links with the footway provision within Cheadle.

7.8.5 As can be seen, the Appeal Site is around a 20 minute walk of a range of local amenities included the town centre. These include the nearest bus stops, the local primary school, shops including a supermarket, a doctor’s surgery and other amenities on the High Street in Cheadle.

7.8.6 Based on the above, it is concluded that the Appeal Site is accessible by non-car modes with a range of amenities within a reasonable walking distance site. It must also be noted that the walking distances to the local amenities are comparable to that of the Cheadle North Strategic Area which was deemed to be sustainable both during the Local Plan process and the planning application process.

7.9 Additional Traffic Generated by MJS Transport Site

7.9.1 A small number of third party representations mention the potential for the operational changes at the MJS Transport site to generate additional movements and for that and the Appeal proposals to cause an unacceptable traffic impact.

7.9.2 This matter was not raised at all by SCC during the planning application process.

7.9.3 That said, I have found a planning application at the MJS Transport site (application ref: SMD/2022/0175) which refers to ‘proposed extension to existing yard area to provide additional vehicle parking and associated landscaping works’.

7.9.4 There was seemingly no formal transport or highways based supporting documentation and SCC accepted that there were no transport or highways with it within their formal consultation response (Form X).

7.9.5 This suggests that SCC were of the view that the MJS proposals would not generate any material levels of additional traffic.

7.9.6 As such, there is no evidence to suggest that any MJS proposals would have any impact at all on the local highway network and the same for any cumulative impact of those and the Appeal proposals.

7.10 Summary

7.10.1 In conclusion, the third party comments have been responded to and the conclusion remains that the Appeal proposals are acceptable.

8 CONCLUSIONS

8.1.1 My evidence has been prepared to provide the Inspector with further information regarding the various highways and transport matters relating to the forthcoming appeal relating to proposals to develop a site for residential purposes on land off the A521 Froghall Road in Cheadle.

8.1.2 All highways and transport matters have been agreed with Staffordshire County Council (SCC), the local highway authority, following the submission and review of a number of formal transport and highways documents.

8.1.3 My evidence has made the following conclusions:

- The pedestrian infrastructure located in the vicinity of the Appeal Site will be improved by the Appellants and will enable safe pedestrian movements between the Appeal Site and the local area.
- The Appeal Site is located close to a number of day-to-day amenities within the area, which will reduce reliance on the private car.
- The Appeal Site is suitably accessible by public transport with bus stops within a short walk of the site. The proposals will also provide funding for improved local bus infrastructure.
- The impact of the Appeal proposals has been assessed using the TRICS database and the assessment undertaken has shown that the proposals will not have an unacceptable impact on the safety and operation of the local highway network.
- Improvements to the pedestrian crossing facilities within the town centre will also improve the capacity for traffic movement within the centre of Cheadle.
- The Appeal Site can be accessed in a safe and efficient manner and will not give rise to any highways related issues.

- There is no evidence to suggest that the Appeal proposals would have an adverse effect on road safety or the number of accidents in the vicinity.

8.1.4 Based on the above it is the conclusion of my evidence that there are no material reasons why the Appeal proposals should not be granted planning consent on highways or transportation grounds.

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