

FIRST SUPPLEMENTARY REPORT
TO THE PLANNING COMMITTEE
27th February 2024

Agenda Item 4

Application Ref. 23/00002/OUT

Land North of Mucklestone Wood Lane, Loggerheads

Since the publication of the main agenda report a further 4 representations have been received objecting to the proposals. These comments are summarised as follows;

- Rock Lane is not a safe pedestrian route to the schools
- Cumulative impacts of approved development on the safety and capacity of the A53, Swan with 2 Necks Junction
- Video submission of congestion on the A53, adjacent to the junction with Mucklestone Wood Lane, demonstrates the congestion and highway safety issues that the build outs will bring
- Traffic data is not accurate
- The application does not provide sufficient detail regarding access to the site
- Failure to demonstrate pedestrian and cycle connection to the village centre and communal facilities
- The application is misleading with regards to the extent of hedgerow removal
- Further requests for bat surveys prior to the determination of the application.
- Excessive ecology conditions demonstrate inadequacy of the proposals.
- Querying ability to secure and monitor financial contributions

Officer Comments

Highway Safety

A number of the concerns raised in relation to the capacity of surrounding road junctions and mitigation work improvements were addressed in the main agenda report.

It is noted that the representations include a recent traffic breakdown incident of a vehicle on the A53 within the proposed area of mitigation works adjacent to the junction with Mucklestone Wood Lane. It was felt that the video demonstrates the impact that the build outs would have on traffic flow on the highway, leading to serious concerns for congestion and highway safety matters. Officers have viewed this video and note its content, however the highway mitigation works put forward as part of the application have been subject to a Road Safety Audit confirming the solution is safe and viable, with Officers of Staffordshire County Council as the Highway Authority concluding that such works are appropriate and safe to offset traffic implications from the proposed development.

Comments relating to the mitigation works on Mucklestone Wood Lane have noted that this route would not be the main pedestrian/cycle route to the services of the Village, which instead would be via Mucklestone Road. It is accepted that Mucklestone Road would be a route for occupants of the site to utilise to access the village on foot, however, the submitted Transport Assessment has considered the impact of future pedestrian and cycle movements along Mucklestone Wood Lane, not only to access the village should they wish to travel this way, but also for recreational walks and the like. As within the main agenda report, the Highway Authority has fully considered the proposals from a highway and pedestrian safety perspective and consider that the implementation of the pedestrian refuges on Mucklestone Wood Lane would be a betterment to pedestrian safety and mitigate against the anticipated additional vehicle movements from the site.

The objectors also do not consider that the applicant has provided sufficient information for detailed access arrangements. The Highway Authority have fully considered the proposals put forward for the main access to the site and this information demonstrates that sufficient visibility is available as well as acceptable geometry and design of the access to facilitate vehicle movements associated with the proposed development. Whilst it is accepted that precise detail regarding the secondary access has not been provided within the application, it has to be noted that this access is for emergency use only and therefore does not form part of the main access route to the site. Therefore in considering this information the Highway Authority considers that the scheme would be acceptable, and not result in any undue highway safety risks subject to a condition requiring the full details of this should permission be granted.

Ecology

The main agenda report addresses the ecology issues and concerns raised and this includes addressing why Officers feel that a bat survey can be appropriately secured as a pre-commencement condition. The clearing of hedgerows is shown on the submitted arboricultural assessment in respect of both the main access and the secondary access. The impacts of this hedgerow loss have been fully considered by Officers and the Staffordshire County Council Ecologist and it is considered that the loss of the hedgerow can be suitably mitigated against through appropriate landscaping and suitably worded conditions to secure appropriate mitigation and monitoring measures.

For this reason the **RECOMMENDATION** remains as set out in the main agenda report.