

Planning Policy,
Staffordshire Moorlands District Council
PO Box 136,
Buxton,
Derbyshire,
SK17 1AQ

27 August 2021

VIA EMAIL ONLY

Dear Sir/Madam

Biddulph Notice of Submitted Neighbourhood Plan & Neighbourhood Development Order Proposal

Thank you for consulting Staffordshire County Council on the Neighbourhood Plan for Biddulph.

We note Policy INF1 includes a list of critical road junctions, during earlier rounds of consultation we have raised issue that there appears to be no empirical evidence to support the list. The Staffordshire Moorlands District Integrated Transport Strategy (2018-2031), and Biddulph Local transport Strategy that informed the Local Plan doesn't identify any issues at the critical road junctions listed under NP Policy INF1. It does say:

5.26 Following consideration of traffic issues in Biddulph, as summarised in Section 2, it is considered that development traffic can be adequately mitigated and the required transport measures can be delivered when necessary. The measures indicated on Figure 5.4 and listed as follow, are required to enable the proposed level of growth:

- *Sustainable Transport Measures*
- *Bus stop infrastructure and real time bus passenger information*
- *Enhanced bus connections to Stoke-on-Trent*
- *Maintenance and enhancement of key footpath and cycle routes and right of way network, focusing on links to the town centre and schools*
- *Ensure the Biddulph Valley Way (NCN55) provides a complete and connected route with new surfacing between Stoke-on-Trent and northwards towards Congleton.*
- *The design of the access road within Wharf Road development site to ensure the safety of users of the Biddulph Valley Way (NCN55) Highway Measures*
- *Providing adequate site accesses that minimise traffic impact, making use of existing junctions where feasible*



- *Provision of a signal controlled junction at Victoria Business Park, providing access to the mixed use development site*
- *Ongoing monitoring of road safety data*

The locations identified within INF 1 can be considered within the scope of a Transport Assessments submitted in support of development proposals (which is what the NP asks for) under typical planning processes. However, on its own the Policy is potentially confusing and interpretation of what is a severe adverse impact is also unclear. It is suggested the list of junctions identified as of concern for local residents would sit better in the supporting text under a more generic policy around traffic impact.

Yours sincerely

James Chadwick
Planning Policy Officer