

DRAFT Minutes of a meeting held on Tuesday 4th November 2025, at Sandon Parish Room, Lichfield Road, Sandon, Stafford ST18 0DN. The meeting commenced at 7.02pm.

Present: Cllr H Wildblood (Chairman), Cllr L Barnett, Cllr A Greaves, Cllr P Hickey (Vice Chairman), Cllr G Wyatt, Cllr Aspin (SBC), plus 6 members of the public and the clerk.

25.11.001 APOLOGIES AND APPROVAL OF ABSENCES – Cllr R Wildblood, Cllr A Hudson - APPROVED

25.11.002 TO RECEIVE DECLARATIONS OF INTERESTS AND TO CONSIDER REQUESTS FOR DISPENSATIONS. NONE

25.11.003 TO RESOLVE THAT THE MINUTES OF PARISH MEETING HELD ON 9th September 2025 ARE A CORRECT RECORD. RESOLVED

25.11.004 **TO RECEIVE A PRESENTATION BY STAFFORDSHIRE COUNTY COUNCIL REGARDING FOOTPATH 36 BRIDGE REPLACEMENT** – Not confirmed.

SCC provided a report instead of attending the meeting, see item 25.11.0010 for report.

25.11.005 PUBLIC PARTICIPATION – 15mins*

Members of public requested to speak about an item not on the Agenda, the Chair used his discretion and agreed to hear residents concerns regarding the B5066 road closure.

The road closure is initially for 8 weeks, then one year. Resident advised the closure is for pre-work for the 2,000 houses on MOD Site.

Concerns raised about traffic finding short cuts to avoid road closure, Within Lane and Salt Banks and for the businesses affected during the one-year closure.

Residents requested: Parish Council to engage with SCC Highways regarding the traffic plan and to enquire why the road is to be closed for so long and ask for a list of works being carried out on the road.

Parish Council advised residents it was not consulted by SCC or made aware of the road closure by SCC, due to not being within the parish boundaries. The Parish Council advised the meeting of a traffic report commissioned by the Parish Council and has been provided to SCC and SBC regarding the MOD planning for 400 houses, which will be an appendix to minutes.

Resident thanked the Parish Council for clearing the footpath as makes a huge difference.

Resident highlighted footpath surface from Burston Pool alongside stream is now deteriorating due to works being carried out on Footpath 36 bridge.

25.11.006 TO CONSIDER AND APPROVE QUOTATION FOR CANAL FOOTPATH 85 STILE AND STEP REPAIRS

Councillors considered a quotation to repair stile and replace steps on Canal Footpath 85. RESOLVED. Clerk to confirm works to go ahead.

25.11.007 TO CONSIDER AND APPROVE QUOTATION FOR BURSTON BENCHES RESTORATION AND PAINTING

The Council RESOLVED to move this item to January meeting.

25.11.008 TO CONSIDER AND APPROVE BUDGET 2026-2027

Councillors received Budget on 16.09.2025.

Council RESOLVED the Budget as £19,453.98. Clerk to upload onto the website.

25.11.009 TO CONSIDER AND APPROVE PRECEPT REQUEST FOR 2026-2027 TO STAFFORD BOROUGH COUNCIL (SBC)

Council RESOLVED to make a Precept request to Stafford Borough Council for £17,076.95.

Clerk to submit request to SBC.

25.11.0010 TO RECEIVE AN UPDATE ABOUT PROGRESS OF RESOLUTIONS FROM PREVIOUS MEETING

FOOTPATH 36 – BRIDGE REPLACEMENT - UPDATE

The Parish Council received the following report from Garry Hunt at SCC on 04.11.2025

As an update, we've been engaging with the Environment Agency and have a provisionally accepted design with their regional team, however we are still waiting formal consent from their national team. We are in regular communication with EA to progress matters asap. All documents and fees have been paid as part of the standard process, so we are just waiting for the final approval.

In parallel to this ongoing discussion with the EA, our contractors are lined up ready to commence, such we are hoping to be on site hopefully in December, to get the route back open. This will include installation of the initial scaffolding access from which the permanent structure can be assembled.

We can provide further updates as required, however will let you know as soon as the EA consent is granted.

The Council RESOLVED to continue to engage with SCC until the footpath is reopened.

CANAL BRIDGE MEETING UPDATE AND CONSIDERATION OF A WORKING GROUP AND ITS FRAME OF REFERENCE.

A meeting with SBC regarding the issues of the Canal Bridge on B5066 was held at Sandon Estate Office. From this meeting, a list of suggestions was created to solve issues. The Councillors had an informal meeting to discuss creating a Working Group to follow up on requests to solve issues. Cllr Hickey provided the meeting with details of the actions to be considered. See Appendix A for full details.

Councillors RESOLVED to form a working group and Clerk to create Frame of Reference for Working Group.

Council RESOLVED to form a Working Group with Cllr Hickey, Cllr H Wildblood, Cllr Greaves and two members of the public.

MOD PLANNING APPLICATION –UPDATE

The Councillors received the commissioned Technical Report regarding the traffic modelling that SCC undertook for this planning application, 22/36919/OUT - PROPOSED RESIDENTIAL DEVELOPMENT, LAND OFF B5066 SANDON ROAD, BEACONSIDE, HOPTON, STAFFORD.

Clerk sent Technical Report, covering letter and covering note to SCC and SBC asking for the Planning Committee to take the application back to Committee. Copied Salt PC into

communications. The Technical Report is included in Appendix B

SPEED INDICATOR SIGNS – UPDATE

Councillors consider the response from SCC regarding the proposed locations and RESOLVED for the Clerk to complete all tasks requested by SCC, including contacting residents who will be affected by the installation.

COMMUNITY LUNCH – UPDATE

Councillors RESOLVED to move this event to Summer 2026.

INFORMATION BOARD – STOCKS IN SANDON

Councillors RESOLVED to consider this item in January 2026 meeting.

25.11.0011 TO CONSIDER PLANNING APPLICATIONS AND RECEIVE PLANNING DECISIONS:

To view Planning documents use SBC planning portal -

<https://www.staffordbc.gov.uk/planning-public-access>

NEW

24/38740/LBC -The Old Smithy Hilderstone Road Sandon Stafford Staffordshire ST18 0DU-

Replacement windows - Listed Building Consent application has been amended. The applicant has submitted additional drawings of the proposed windows. Comments submitted: no objections via planning portal.

25/41258/FUL at Romer Cottage Butterhill Bank Burston - new single-storey link extension to connect and unify the two cottages into a single home with associated works including reclassification of the former guest house (Class C1) to become part of the main as a unified dwelling. No comment submitted.

25/41091/FUL | PROPOSED BARN CONVERSION TO LOCAL PLACE OF WORSHIP WITH CAR PARKING AND LANDSCAPING (Use Class F.1f) | Barn 2 At Burston Cottage Farm Lichfield Road Burston Stafford Staffordshire. Council considered this application and RESOLVED to add the following comments: Sandon and Burston Parish Council would like to make the following comments: There is concern about traffic access on and off the site, the safety of people pulling out and entering the site needs to be consider, as the road currently has a national speed limit. The Council would request that the speed limit be consider by the Planning Committee, with a view to liaising with SCC Highways Team to reduce the speed limit from the national speed limit to 30mph. The Parish Council would also like to ensure that traffic restrictions are imposed for both on road parking and for the layby, so that no overflow parking for this site takes place either on the road or in the layby. The Parish Council would also like Highways to consider ensuring adequate road markings for the entrance are included within the planning decision. The Parish Council also notes that the footpath, in that area, is on the opposite side of the road which would make gaining access on foot to the site dangerous, due to the national speed limit of the road.

25.11.0012 TO RECEIVE ORAL/WRITTEN REPORT FROM WARD BOROUGH/COUNTY COUNCILLOR Cllr Aspin updated the Council on SBC plans for Government Reorganisation and invited members of the Parish Council to a meeting on 10th November 2025 at 6pm in Civic Centre, Stafford. The final plan will be submitted to Government and Elections are due in May 2027.

25.11.0013 FINANCE – TO CONSIDER & AUTHORISE PAYMENTS OF LIST BELOW AND RECEIVE

FINANCE UPDATES:

All September payments made on 11.09.2025

Salary and Pension Standing Orders amended to reflect NALC pay scale. 11.09.2025

Cheque 1104 paid between meetings – Financial Regs

VAT 126 form submitted 25.09.2025 for £249.42

Asset Register update. Filing cabinet purchased using Debit Card (DC) – 16.09.2025. Asset Register updated and signed by Chair and Clerk.

Audit – Clerk has confirmed interim audit for 24th February 2026 with Black Rose Solutions Limited.

Canal informal Meeting – Councillors thanked Cllr Barnett for making her room available for the meeting and RESOLVED to make a donation of £30 towards costs. RESOLVED to pay by Bank Transfer between meetings.

Lap top service – Marchington IT advised to upgrade memory to 8gb – cost £37.99 plus labour – RESOLVED

Christmas Decorations – confirmed Budget for Sandon and Burston - £150 per village. RESOLVED to refund in January meeting.

Oak Tree Farm – Burston flower tubs works completed. RESOLVED to pay invoice between meetings.

RESOLVED to pay all below payments.

Ref/Cheque	Item	Amount
41/1104	SJS Home and Garden Services – Weed spraying – June	£38.20
42/DC	A50 Furniture – two drawer filing cabinet	£166.80 (inc £27.80 VAT)
43/so	Staffordshire Pension Fund	£100.87
44/so	Council administration – September	£339.18
45/so	Homeworking allowance – September	£10
46/dd	HP Ink – September	£6.49 (inc £1.08 VAT)
47/so	McAfee – annual subscription	£109.99
48/so	Staffordshire Pension Fund	£100.87
49/dc	JCA Graphics – Bus Stop Signs x 3	£45.96 (inc £7.66 VAT)
50/1105	RBL Poppy Appeal donation	£60
51/1106	Oak Tree Farm – Sandon Planters – bulb planting	£150
52/1107	SJS Home and Garden – Weed Control – September 2025	£171.80
53/so	Council Administration – October	£339.18
54/so	Homeworking allowance – October	£10
Invoices Received after Agenda issued		
55/1108	Dynamic Transport Planning Ltd – MOD Traffic Report	£1980 (inc £330 VAT)
56/dd	Microsoft 365 – Annual Renewal	£84.99

Sandon and Burston Parish Council Meeting Minutes

<https://sandonandburstonpc.org.uk/>

57/dd	CRPE – The Countryside Charity – Annual Subs	£36
RECEIVED		
8	NatWest – interest August	£13.33
9	Nat West – interest Sept	£14.72
10	VAT 126	£249.42
11	Precept – second half	£7,825.50

Bank accounts

Current account	14,031.31	16.10.2025
Business Account	16,002.11	30.09.2025
	30,033.42	
Add: unrepresented income	0.00	
Less: unrepresented cheques	776.94	
	29,256.48	

Receipts and payments

a. Opening balance 1st April 2025	20,297.41
b. Total receipts	16,263.86
c. Total payments	7,304.79
d. Surplus/(Deficit) in the year (b-c)	8,959.07
e. Closing balance (a+d)	29,256.48

25.11.0014 CORRESPONDENCE

TVCG meeting at 10am on 8th October 2025 at Gayton Village Hall. Cllr Hugo Wildblood and Cllr Hickey attended.

TVCG meeting – arranged a meeting with SBC officers - SBC have suggested either 19 or 20 November, one PC Councillor to attend- sent to Councillors 23.10.2025.

NALC – Civility and Respect – Statement of Assurance – sent to Councillors 30.09.2025 – Cllr H Wildblood redacted statement on website 07.10.2025.

The Staffordshire Sustainability Board is hosting free tree giveaway events – details on the website 21.10.2025

Hixon and Area Community First Responders are holding a recruitment day in January 2026 – provided Sandon Room booking contact.

25.11.0015 CLERK REPORT

Grass Cutting Contract 2026 sent to TGM Ltd – 23.09.2025

Weed Control Contract 2025-2026 sent to SJS Home and Garden Services – 23.09.2025

Bench painting – placed order with SJS Home and Garden - they advised benches needed

repairs – new quote to be considered.

Bulb Planting – Sandon and Burston – placed order with Oak Tree Farm.

Community Grant Policy sent to Councillors 16.09.2025 – on website 23.09.2025

Training Policy sent to Councillors 16.09.2025 – on website 23.09.2025

Communicating with Communities Part 1 – 10/11/25 at 09:30 booked for Cllr Wyatt

Working Groups - examples of two working group frame of reference sent to Councillors 18.09.2025

Canal Bridge 85 – footpath stile and steps – Chairman advised stile and steps hazardous, due to Footpath 36 bridge being closed and extra traffic. Rights of Way Team unable to repair. Clerk obtained quote to repair stile and provide sleeper steps.

Bus Stop signs – “This Bus Stop has no Bus Service” –placed order 14.10.2025 – Clerk to bring to meeting for Cllr Hickey and Cllr Wildblood to install.

Canal Bridge Footpath 85 – stile and steps need replacing due to health and safety concerns for residents – quote obtained for consideration.

Parish Council Archives at SCC Records Office – put the list into policy area of website and updated contact details with SCC Records Office. 30.09.2025

Grit Bin – Burston – grit delivered, put next to grit bin – 16.10.2025

Lengthsman Contract – Clerk sent Councillors examples – 21.10.2025

25.11.0016 **COUNCILLORS REPORTS** (information only)

Cllr Hickey to update Council on Police Surgery event – they no longer do a newsletter only Alerts. Can hold Police Surgery if requested. Clerk to add to January Agenda.

Cllr H Wildblood, reported continued road flooding in Burston, by triangle. Clerk to report to SCC Highways.

Councillors considered inviting SCC Highways to Sandon for a walk about, this will be considered by the Canal Bridge Working Party.

War Memorial in Church – Clerk to add to March Agenda.

School in Sandon Estate continues to be vandalised, Clerk to contact PCSO Fry and ask Sandon Estate for an update on plans for securing property.

Compass article will include all meeting dates and link to Parish Council website.

- The Public left the meeting.

25.11.0017 **STAFFING COMMITTEE RECOMMENDATION re: Council administration.**

PUBLIC EXCLUDED (Public Bodies(Admissions to meetings)Act 1960)

Council RESOLVED to accept the Staffing Committee recommendations regarding salary scale, pension scale and holiday entitlement. Clerk to update Standing Orders. Clerk annual appraisal will take place in January.

DATE OF NEXT MEETING:

The Next Parish Council meeting will be held on Tuesday 6th January 2026 at 7pm. The meeting was formally closed at 20.56

Signed.....

Appendix A

Canal Bridge (B5066)

Suggested actions for Working Group are as follows.

1. A 7.5 tonne weight limit to help reduce the volume of traffic which is getting heavier.
2. Traffic lights to control the traffic coming from Stafford end of B5066.
3. Lighting and Signage before the bend on Sandon Bank to show possible queueing traffic.
4. Better line marking at the bridge and lighting of priority signs.
5. A footpath from the canal bridge and railway footbridge, from bridges to the A51.
6. Work with SBC and SCC to add a weight restriction limit to the Canal Bridge.
7. Signage to show pedestrians on the road with no footpath (the weight limit would also help with safety concerns on the bend of the Railway bridge).
8. The Junction of the A51 and B5066 is getting particularly bad with numerous accidents and vehicles using the wrong side of the war memorial to turn right towards Stafford. Consider a reshaping of the triangle that the war memorial stands on to make it look more obvious that traffic moves round it in a clockwise direction,
9. Signage and road markings are made clearer, with "20 is plenty" in the area of Mumbles Nursery.
10. The redesign of A51/B5066 junction to make visibility far clearer for traffic turning onto the A51.
11. Ask for SCC to review the signage at A51/B5066 junction, as need less clutter of road signs coming off of the dual carriage way into the village.
12. Parking restrictions on the road outside of Mumble Nursery.
13. Consult Highways on the need for the present 40mph speed limit to be reduced to 30mph and a 40mph be extended to the top of Sandon Bank on the B5066, to extend the 40mph along the A51 dual carriageway to allow a buffer from 60 mph to 30 and also to do the same on the N west end of Sandon beyond the Burston turning.

Appendix B – MOD Planning Application – Technical Report and Letter.



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Stafford Borough Council (SBC)
Stafford County Council (SCC)
Our reference: DTP-3714325-L01
By Email

22/10/2025

PROPOSED RESIDENTIAL DEVELOPMENT, LAND OFF B5066 SANDON ROAD, BEACONSIDE, HOPTON, STAFFORD.

To whom it may concern,

Dynamic Transport Planning Ltd is instructed on behalf of Sandon and Burston Parish Council (SBPC) in relation to the above site, which is currently subject to a live planning application with SBC (Application Reference Number: 22/36919/OUT).

The above planning application was supported by a TA and a Travel Plan produced by Atkins.

SBPC have correspondence from council regarding the current application, in which they note that the LHA have considered all of the highway impacts on the local network, though it is evident that this is not the case and is further detailed within the enclosed document prepared by DTP.

It is apparent that the transport aspects of the current application have not given appropriate consideration to the necessary study area, including B5066 Sandon Road, towards the A51 Lichfield Road. Enclosed with this letter is a Technical Note which details a review of the highway's documentation of the planning application.

Based on the finding of the TN it is clear that the application should be returned to committee and not progressed until a full assessment of the study area has been undertaken.

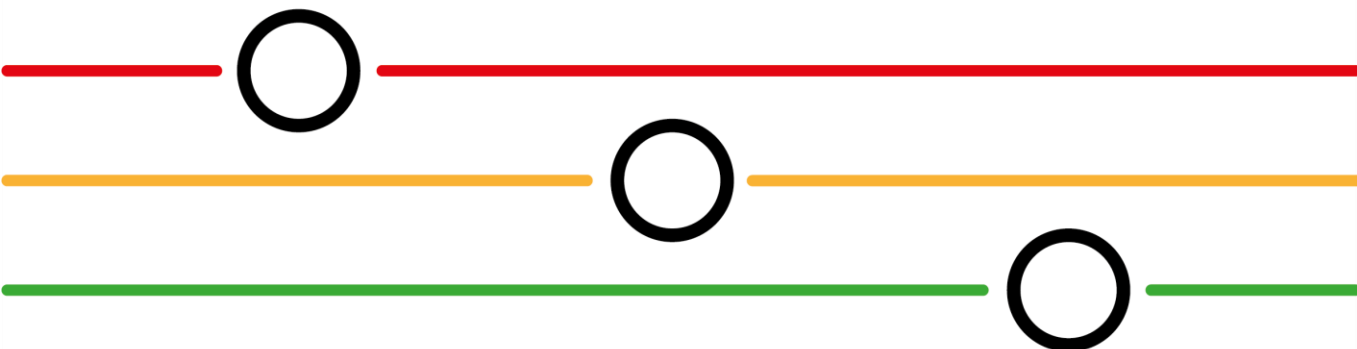
Notwithstanding this, the approval is subject to a S106 agreement, which has not considered the impact of the proposals on the Parish area.

Yours Faithfully,

A handwritten signature in black ink that reads "Jordan Bell". The signature is written in a cursive style and is positioned above a dotted line.

Dr Jordan Bell
PhD, MSc, BSc (Hons), MTPS, AMCIHT
Senior Transport Project Manager
Dynamic Transport Planning Ltd.

Enclosed:
Technical Note



Sandon and Burston Parish Council

Review of Proposed Residential Development Application,
Land off Sandon Road, Hopton, Stafford

Technical Note

3714325



OCTOBER 2025

Note Details

Report Number:	3714325-TN
Report Title:	Technical Note – Review of Proposed Residential Development Application, Land off Sandon Road, Hopton, Stafford
Client:	Sandon and Burston Parish Council
Date:	28 October 2025
Status:	-

Dynamic Transport Planning Ltd (DTP) has prepared this report for the use of our client for the intended purposes as stated in the agreement under which this work was undertaken. This report should not be relied on by any third party without the written agreement of DTP and the client.

Where data is used which is supplied by the client or other parties it is assumed that the information is correct. No responsibility can be accepted by DTP for errors or inconsistencies in the data supplied by external sources.

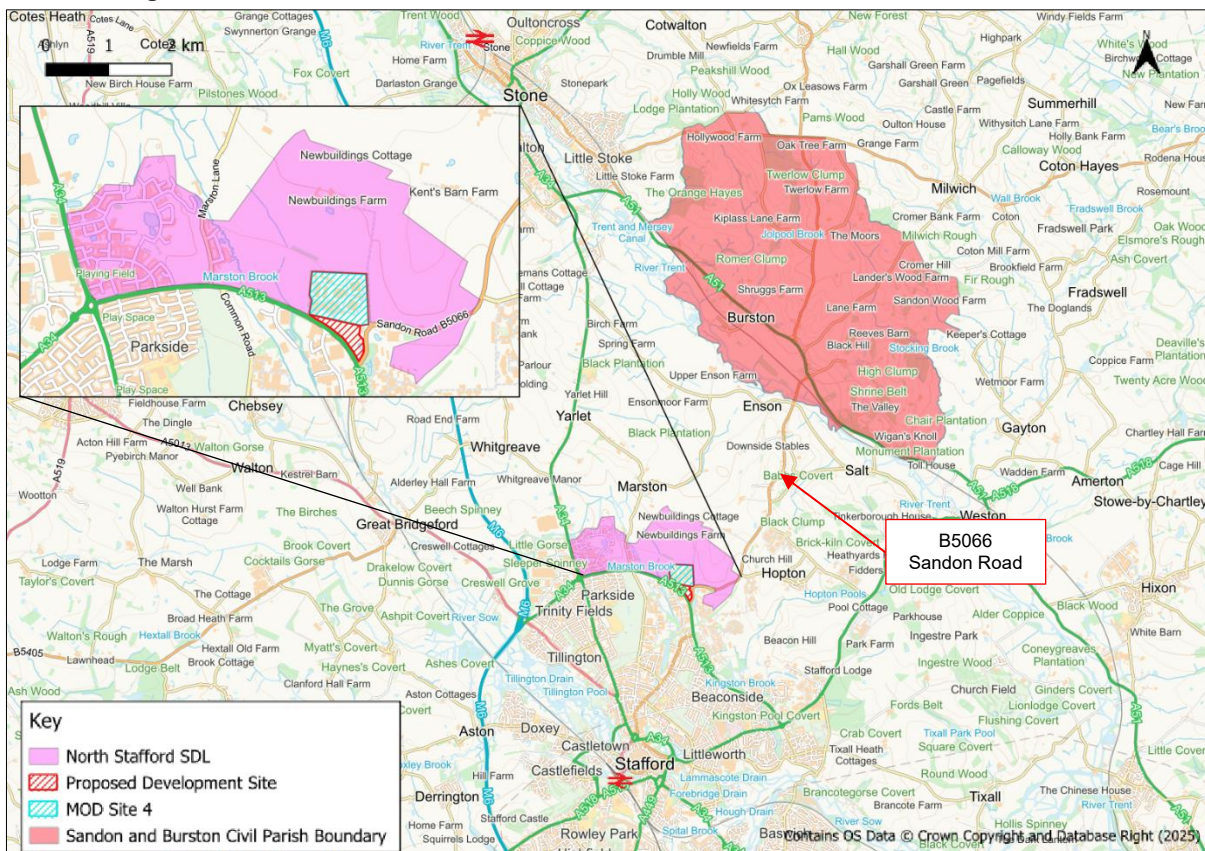
It is not permitted for any sections of this report to be copied or duplicated without the written permission of DTP and the client for who it was prepared.

www.dynamictransportplanning.co.uk – enquiries@dynamictransportplanning.co.uk

1 Introduction

- 1.1 Dynamic Transport Planning Ltd is instructed by Sandon and Burston Parish Council (SBPC) to document a review of the transport context relating to an outline planning application for residential dwellings, on land to the west of Sandon Road, Beaconside, Hopton, Stafford.
- 1.2 Sandon and Burston Parish is located around 7km north of Stafford Town Centre and 16.5km south-east of Stoke-on-Trent City Centre. The residential application site and adjacent North Stafford SDL site are shown in relation to Sandon and Burston Parish in **Figure 1.1**:

Figure 1.1: Site Location and Parish Area



- 1.3 SBPC is located around 4km to the north of the proposed development site associated with the above residential application, which forms the subject of this report.
- 1.4 It is also noted that the 'North Stafford Strategic Development Location' (North Stafford SDL) site, as allocated in the Stafford Borough Council (SBC) Local Plan is located adjacent to the current proposed residential development.
- 1.5 The residential application is formed of two parcels of land, a triangular area to the south and the northern portion which most recently operated as a Ministry of Defence (MOD) site known as 'Site 4'.

- 1.6 As the above plan shows, the B5066 Sandon Road runs to the east of the proposed development / MOD site, which forms the subject of this report, providing a direct vehicular route between the site and the Sandon and Burston Parish area.
- 1.7 On review of the transport documentation submitted with the application it appears that there has been no consideration of potential transport impacts within the parish area despite the parish's location on a key access route to/from the wider development area.

Previous Planning Applications

- 1.8 As noted above, the proposed residential site is located to the south of the North Stafford SDL site, allocated for up to 3,100 homes and supporting infrastructure, as part of the currently adopted SBC Local Plan. An outline planning application (Application Reference: 16/25450/OUT) was submitted in December 2016, for up to 2,000 dwellings, local centre with up to 4,500m² of A1/2/3/4 and 5 uses, a medical facility, care home and a Primary and Secondary School.
- 1.9 The above application was supported by a TA produced by David Tucker Associates and was subsequently approved on 30th May 2022. A portion of the dwellings and the proposed primary school, located to the west of Marston Lane have since been constructed and occupied. Access to the site is currently provided by a new priority-controlled junction along the southern boundary of the site off the A513 Beaconside. An access junction was also proposed to the eastern edge of the site, off the B5066 Sandon Road.
- 1.10 It is noted that the portion of the SDL development directly adjacent to the current application site has not yet been constructed. Following the above approval an application (Application Reference: 24/39597/FUL) was approved to vary conditions 1, 3, 4, 6, 8, 9, 19 and 16.
- 1.11 Following the above application, a 'Phase 1A Reserved Matters Application' (Application Reference: 25/40539/REM) is now live with SBC, for the construction of 350 residential homes and associated public open space, including access, layout, appearance, scale, pursuant to condition 1 attached to outline approval 24/39597/FUL.
- 1.12 The southern portion of the current application site has been subject to multiple residential planning applications. The most recent of which was submitted in August 2018, (Application Reference: 18/29161/REM) for up to 120 dwellings. The application was refused in April 2019, due to poor layout and design relating to the character of the area.

Live Planning Application

- 1.13 The current application site is subject to a live outline planning application (Application Reference: 22/36919/OUT) submitted in December 2022, for a residential development of up to 420 dwellings, with supporting infrastructure (including green infrastructure, highways and associated works) and the demolition of existing buildings and structure. All matters are reserved other than means of access to the site from Beaconside and Sandon Road.
- 1.14 The above planning application was supported by a TA and a Travel Plan produced by Atkins. Staffordshire County Council (SCC) as the Local Highway Authority, provided consultation comments, to which Atkins provided additional Technical Notes (TNs).
- 1.15 It is noted that earlier correspondence from the LHA, 27th March 2023, recommended that the planning application should be refused as the proposals failed to demonstrate how the site can be accessed by sustainable modes. Further correspondence from the LHA dated 4th September 2024 and 11th October 2024 as the proposals fail to provide sufficient information to allow an informed decision to be made.
- 1.16 Correspondence from the LHA dated 21st February 2025 confirms no objection to the planning application subject to a S106 agreement. The most recent response from the LHA, via email and dated 11th April 2025, notes that the LHA are satisfied that both Sandon Road and Beaconside access junctions, proposed to serve the development will operate within capacity. However, based on upon this review there still appears to have not been any consideration of the Sandon Road corridor towards the parish.
- 1.17 Given the scale of the development in the area around the current application site a clear understanding of the cumulative transport impact is critical for all parties before a formal decision can be made, particularly in the context of the parish.
- 1.18 The purpose of this report is to assess the transport and highways assessment submitted as part of the above application, to determine whether the impact of the proposed development on the local highway network has been assessed in an appropriate way. This TN will consider whether the impact of the proposed development on the local highway network is thought to be material, with particular regard to the Sandon and Burston Parish area indicated above.
- 1.19 DTP's recommendations are highlighted by the use of bold text throughout this document.

2 Scope of Current Application TA

Submitted Transport Assessment

- 2.1 The content of the submitted TA includes site history and context, a summary of the pre-application discussions, a policy review, baseline conditions at the site (including access by non-car modes), an assessment of local committed development, the development proposals and junction capacity assessments.
- 2.2 Following pre-application discussions, the impact of the proposed development on the local highway network was assessed using the Stafford Transport Model (STM) which is a SATURN strategic model.
- 2.3 Within in the vicinity of the current application site, all of the proposed and committed developments are based on the STM model and associated traffic flows. Despite the proximity of the development zone to the parish area the STM does not distribute significant traffic along the B5066 Sandon Road, towards the A51, as a result the any impact of development within the area has not been adequately assessed.
- 2.4 The initial 2016 outline planning application associated with the allocated SDL site (Application Reference: 16/25450/OUT) based vehicle trip distribution on Journey Travel to Work Statistics, based on the National Travel Survey (NTS) and Census 2011 data for the Middle Super Output Area (MSOA) Stafford 011.
- 2.5 The results of the Journey to Work assessment forecast that 9% of all vehicle movements associated with the 2,000 dwelling site would route along the B5066 Sandon Road. The outline application also concluded that there would be a total of 834 and 733 two-way external vehicle trips during the AM and PM peak hours, as a result of the development.
- 2.6 Therefore, the above equates to around 75 and 66 two-way vehicle movements routing along the B5066 Sandon Road, to/from the A51 and the Parish area. It is noted that the centre point of the wider SDL site is located further west than the current application site, where the location of the current application site is likely to result in a higher number of vehicle trips along this key route.
- 2.7 **It is therefore, considered that, in line with previous assessments in the local area, a review of the traffic distribution for the application should be undertaken, whereby a portion higher than the earlier TA distribution would be anticipated to be routed along the B5066 Sandon Road, to/from the SBPC area.**

Existing Highway Network

- 2.8 It is noted that as part of the initial introduction to the site, 'Figure 1-2 – Proximity of the Site to Stafford' shows the local primary roads and motorway, which fails to note the local 'B' roads, including the B5066 Sandon Road, from which access to the site is proposed. 'Figure 3-1 – Strategic Development Location' also fails to identify the B5066 Sandon Road as a key road link serving the proposed development site.
- 2.9 A description of the B5066 Sandon Road is included at section 3.4 of the TA. However, this only takes into account the section of road within the vicinity of the proposed access junction and fails to take into account the nature of the road as a direction connection to the A51 Lichfield Road to the north of the site.
- 2.10 The A51 runs east of Stafford, just under 4km from the site. Use of route planning software indicates that vehicles routing to/from the proposed development, particularly those using the proposed Sandon Road junction would route via the A51, via the B5066 Sandon Road, to access areas such as Uttoxeter, Stone and Stoke for employment, education, retail and leisure purposes, as shown on **Figures 2.1 – 2.3**.

Figure 2.1 – Sandon Access Point to Uttoxeter

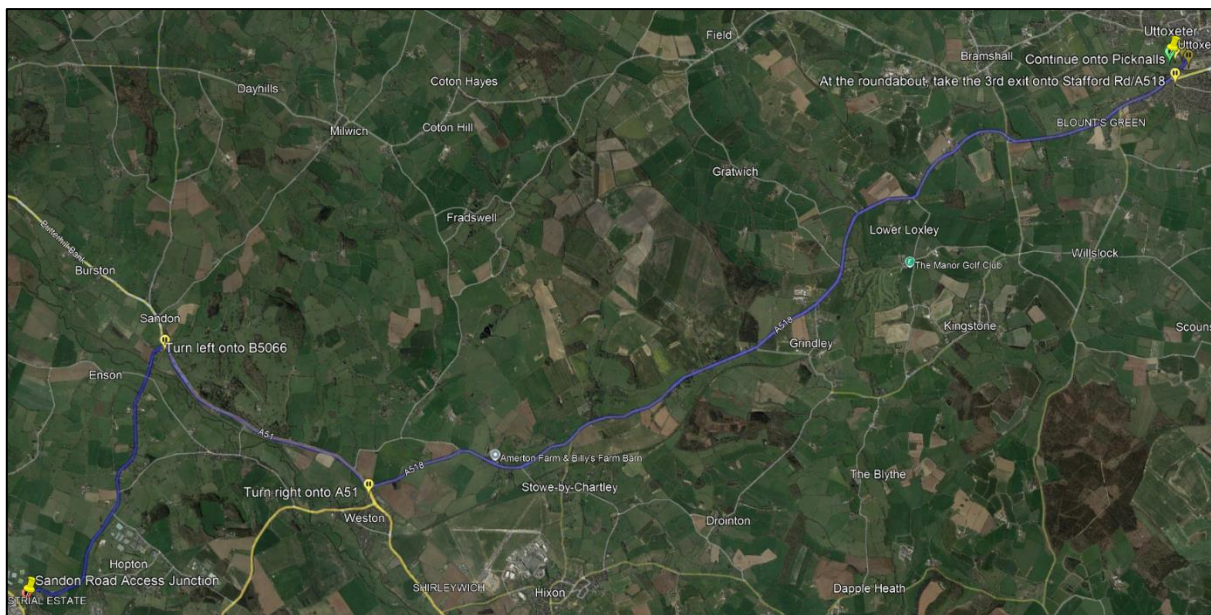


Figure 2.2 – Sandon Access Point to Stoke-on-Trent

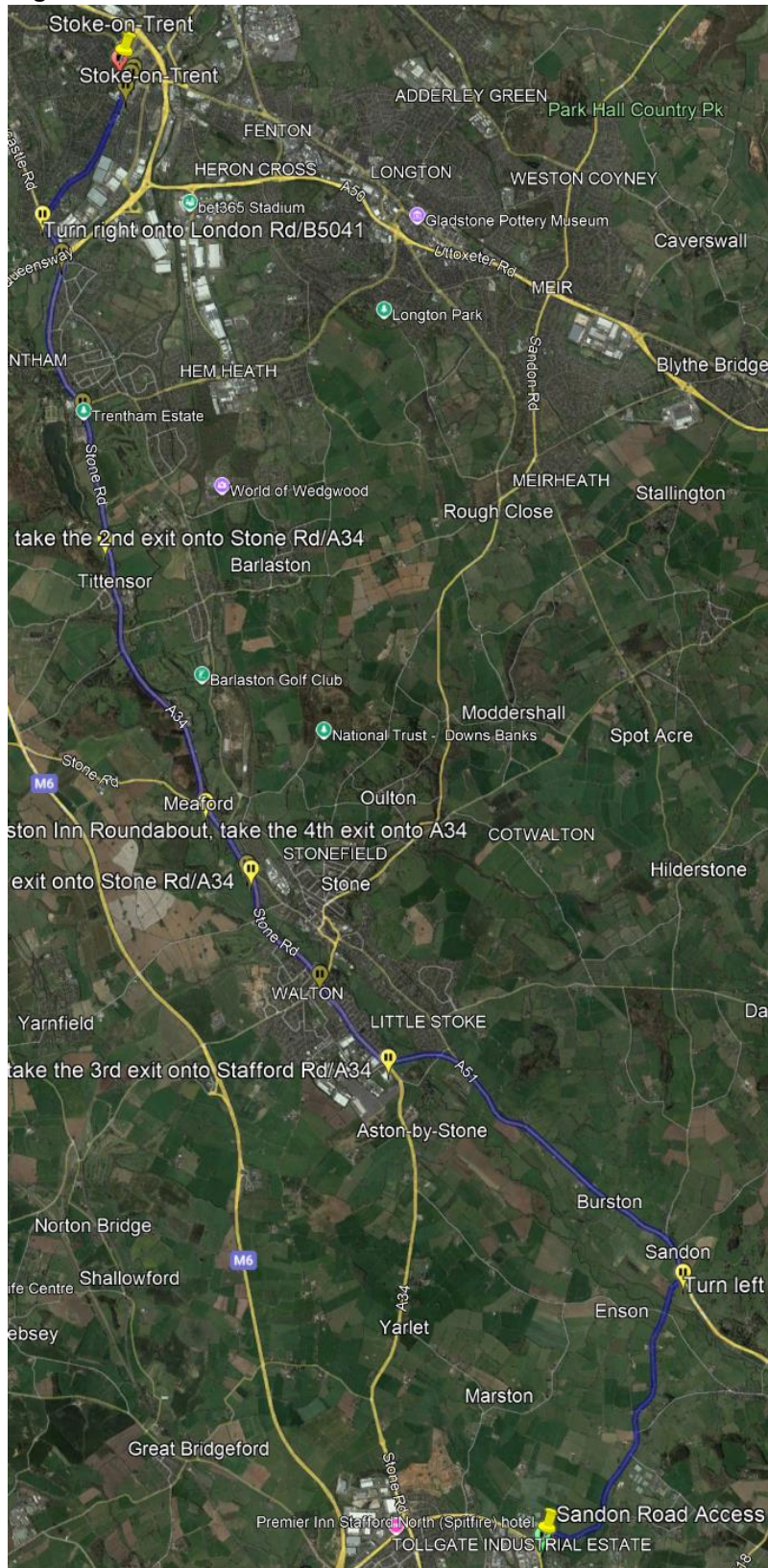
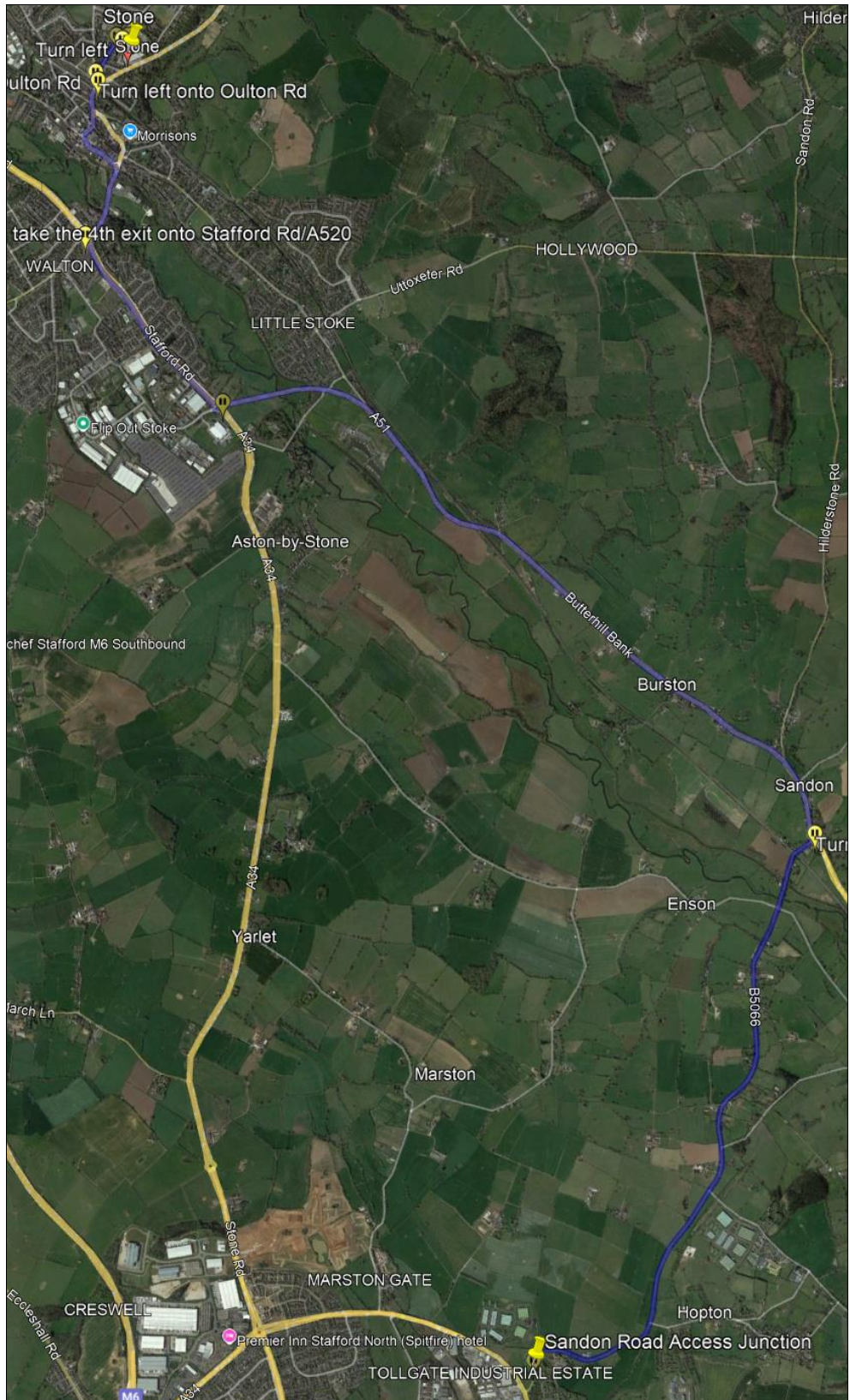


Figure 2.3 – Sandon Access Point to Stone



- 2.11 The B5066 Sandon Road is formed of a single carriageway not supported by streetlighting along its length. Within the vicinity of the site, the road is subject to the national speed limit, however, around 3km to the north of the proposed Sandon Road access junction the speed limit reduces to 40mph before the road narrows at Sandon Bridge, over the River Trent.
- 2.12 It is also noted that around 3.5km to the north of the proposed Sandon Road access junction the road narrows to a single lane, to allow vehicles to cross the Trent and Mersey Canal, with vehicles travelling southbound giving way to northbound vehicles, as shown below.

Figure 2.4: Canal Bridge



- 2.13 **Figure 2.5** shows the B5066 Sandon Road junction with the A51 Lichfield Road, the photos skid marks left by vehicles at the junction and the limited visibility at the junction.

Figure 2.5: B5066 Sandon Road / A51 Lichfield Road Junction



- 2.14 As the above assessment shows, it is considered that the B5066 Sandon Road is a key road link between the proposed development and the A51 Lichfield Road, bypassing Stafford and its surrounding highway network.
- 2.15 The nature of Sandon Road is of particular concern with regard to construction traffic relating to any planning approval for the site, as given narrowing of Sandon Road to the north of the site and the overall poor vehicle accident record, it is considered that any construction traffic associated with the site of wider development area should not be routed along this section of the local highway network.
- 2.16 **It is essential that a suitable Construction Traffic Management Plan condition is included should planning permission be granted, allowing for the routing of construction vehicles to be managed and restrict such vehicles from sensitive locations such as canal bridge and A51 junction. If this is not a current condition to be included the application could be taken back to Planning Committee where the original resolution was made to add any additional conditions.**
- 2.17 It is noted that as part of an assessment of non-car modes of travel to the development, the previously approved and not yet fully implemented site and facilities to the north/west of the current proposals has been included.
- 2.18 **The above highlights the sensitive nature of the B5066 Sandon Road within the vicinity of the site, therefore, it is considered that the uplift in vehicular traffic resulting from the development proposals should be further assessed along this route. Having regard for Paragraph 115 clause (d) of the NPPF December 2024, which makes clear that in accessing applications it should be ensured that:**

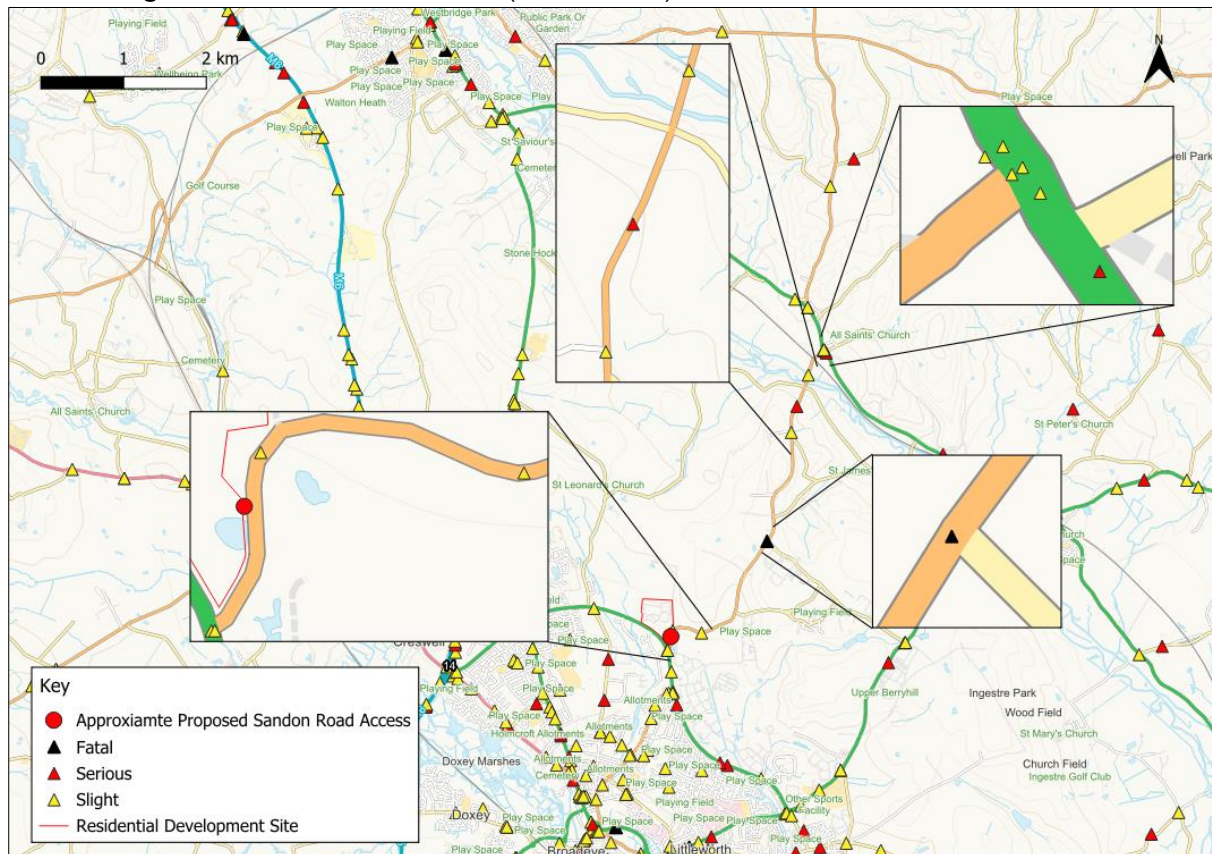
“any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.”

Accident Review

- 2.19 A review of Personal Injury Accident (PIA) data has been undertaken for the five-year period between 2017 – 2021. Whilst it is noted that the study period is acceptable with regard to the report publication date (December 2022), it is noted that the study area is limited, given the anticipated traffic volumes at the site.
- 2.20 It is noted that during the 2017 – 2021 assessment period several ‘serious’ incidents were reported along the B5066 Sandon Road to the north of the site. It is also noted that using the most recent five-year period of 2021 – 2024, a ‘fatal’ incident was reported along the B5066 Sandon Road, with six incidents reported within the vicinity of the B5066 Sandon Road / A51 Lichfield Road junction to the north of the site.

- 2.21 It is recommended that an updated PIA assessment is undertaken, including a wider assessment area, with particular respect to the B5066 Sandon Road.
- 2.22 The below **Figure 2.1** shows that the most recently available five-year (2020-2024) road accident data provided by the DfT, within the vicinity of the proposed development.

Figure 2.1 – Accident Recorded (2020 – 2024)



- 2.23 The above shows that in the most recently available five-year period there have been four incidents of 'slight' severity recorded within the vicinity of the proposed Sandon Road access junction.
- 2.24 Additionally, there have been several incidents reported along the B5066 Sandon Road to the north of the site, including an accident of 'slight' severity reported as the road narrows at the Trent and Mersey Canal.
- 2.25 In 2022, an incident involving a car and a pedal cycle resulted in a fatality, at the B5066 Sandon Road / Within Lane priority-controlled junction.
- 2.26 It is noted that several incidents have been reported within the vicinity B5066 Sandon Road / A51 Lichfield Road junction, with two accidents recorded in 2024.
- 2.27 SBPC have provided their own accident record log for the period 2022 – 2024, which is focused on Sandon Road and the junction with the A51 in the parish area, included at **Appendix 1**.
- 2.28 **It is considered that given that the above assessment shows that the B5066 is a key road link between the proposed development and the A51 and the number of vehicle collisions reported along the road an updated PIA should be undertaken, extending the study area. It would be reasonable to request this supporting information from the applicant and a resolution in light of this independent report to request the supporting and updated information could be made by the Planning Committee.**
- 2.29 **There appears to be underlying cause for concern, this should have been identified within the submitted TA and as a result there is no assessment of any pattern or trend of road incident, which should be carried out and mitigation proposed where necessary.**

3 Development Proposals

General

- 3.1 The proposed development comprises up to 420 residential dwellings with supporting infrastructure, including highways and associated access works from Beasconside and Sandon Road.

Proposed Site Access

- 3.2 It is proposed that the main vehicular access to the site is provided via a new four-arm roundabout on the A513 Beasconside, to replace the existing priority-controlled junction with Tollgate Drive. A further, “local vehicle” access point is proposed off The B5066 Sandon Road, as previously approved.
- 3.3 The specified access proposals are shown at Appendix D of the TA (Drawing Numbers: MOD4-ATK-HGN-SAND-DR-D-0001-P1 and MOD4-ATK-HGN-SAND-DR-D-0002-P1) with extracts shown at **Figure 3.1** and **3.2**.

Figure 3.1 – Beasconside Proposed Site Access

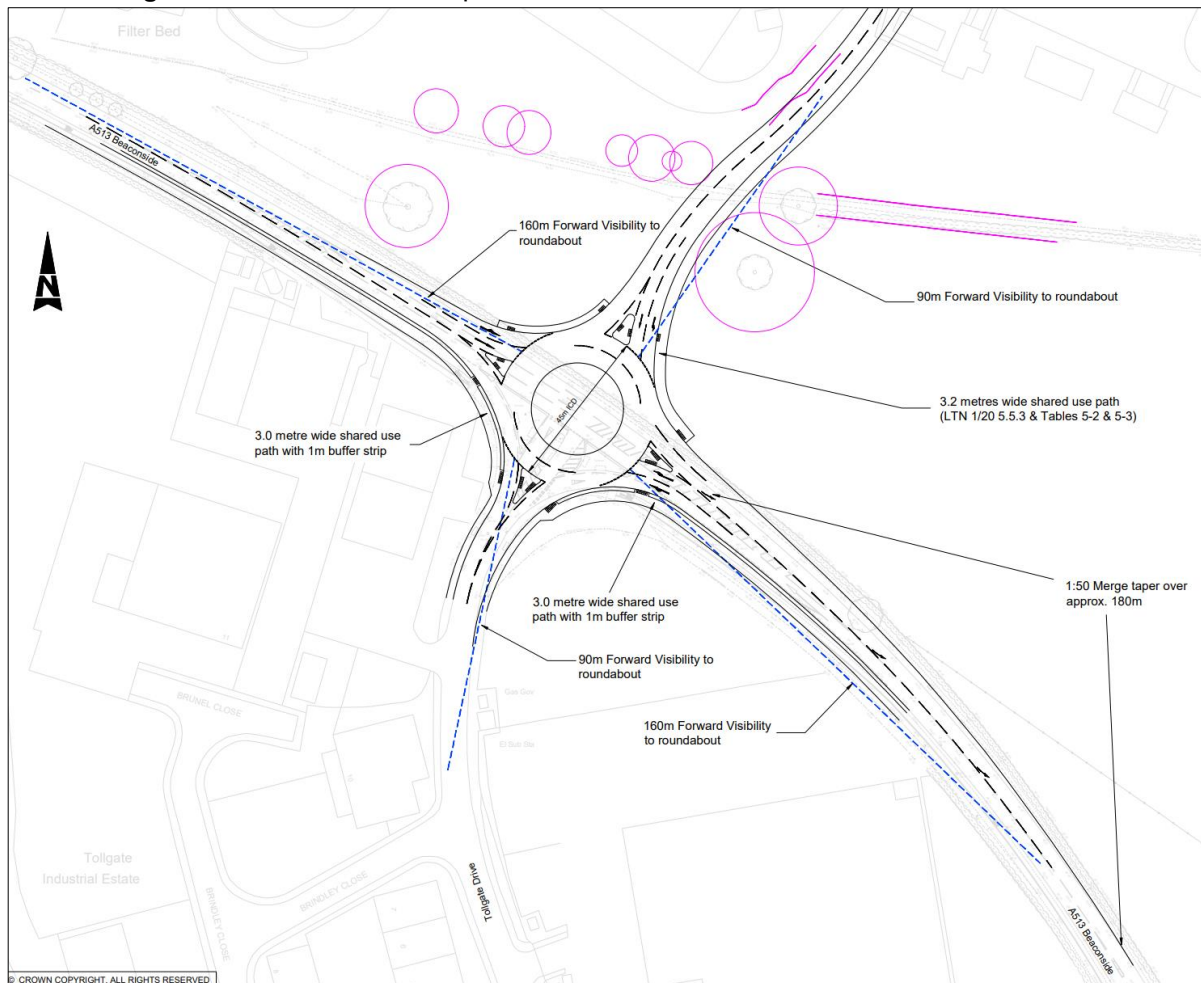
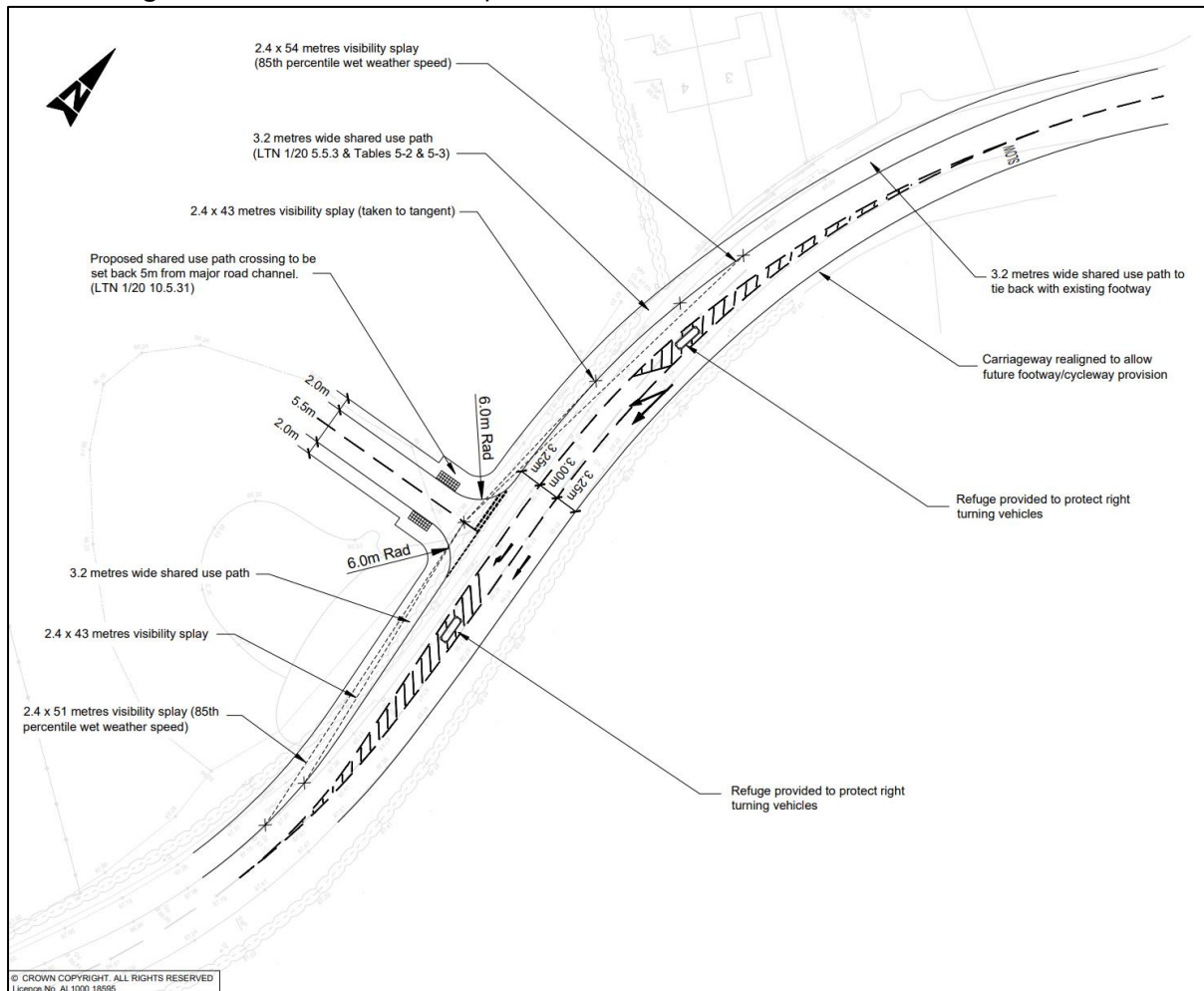


Figure 3.2 – Sandon Road Proposed Site Access



- 3.4 The above plan shows the proposed Sandon Road access junction and presents visibility splays of 2.4 x 43m, associated with speeds of 30mph. Currently, the section of Sandon Road which passes the development site is subject to the national speed limit.
- 3.5 It is noted that the above also shows “85th percentile wet weather visibility splays” indicating that a speed survey has been undertaken of Sandon Road, however, no evidence of this is presented as part of the TA.
- 3.6 As part of the submitted TA a ‘Transport and Access Overview’ provided by David Tucker Associates as part of a previous planning application is provided at Appendix B ‘Committed Developments’. The previous transport report relates to the North Stafford SDL site, as part of the proposed scheme it is indicated that the speed limit on Sandon Road, within the vicinity of the site would be reduced to 40mph.
- 3.7 **Clarification is required as to any proposed speed limit change within the vicinity of the site, as the current TA does not assess the section of Sandon Road as 40mph, nor does the TA refer to any proposed speed limit change as part of the current scheme.**

Internal Site Layout

3.8 The TA states that:

“Discussions with SCC prior to submission of this application focused on their aspirations for a vehicular connection to the North Stafford SDL to the north of the Site. This connection isn’t specifically included at this outline stage within the Outline Illustrative Masterplan. However, the central spine street has been designed to enable this potential connection to be facilitated north of the Site should it be required at a future date. Accordingly, the central spine street is indicated in the Outline Illustrative Masterplan as 6.1 metres wide but could potentially be enlarged to a width of 7.3 metres should the road need to accommodate such a connection to the SDL. However, this scenario hasn’t been included in this TA”.

- 3.9 Although the Sandon Road access junction has been considered as a secondary access point to the wider proposed site with no link to the SDL site confirmed, the above indicates that it is intended for the proposed site to provide a vehicular connection to the North Stafford SDL site.
- 3.10 Any potential internal vehicular connection would provide an alternative route through the wider development area, allowing vehicles to make use of the proposed new access junction along Sandon Road. An internal connection throughout the wider development would, therefore, increase the number of vehicles routing to and from the site along the B5066 Sandon Road, to/from the A51 and the Parish area.
- 3.11 The submitted TA highlights SCC’s aspirations for a connection through the wider development area, however, no additional assessment scenarios have been presented to understand the implications of such a connection on the vehicle flows along the B5066 Sandon Road or the Parish area.
- 3.12 **The applicant should confirm whether such a connection will be provided through the wider development area and if so, additional assessment scenarios should be presented to quantify the additional vehicle movements and assess the capacity of the proposed priority junction.**

Active Travel Connections

- 3.13 The TA shows that consideration has been given to non-modes of access to the development, summarised as follows:
- Proposed pedestrian/cyclist routes throughout the site connecting homes and local services;
 - Footways are proposed alongside access roads to both new access junctions;
 - Connections from the current proposals to the approved and partially constructed North Stafford SDL; and

- Proposed new shared use path along Sandon Road to the south of the new access junction.
- 3.14 It is noted that the LHA have concluded that the sustainable transport options within the vicinity of the site are acceptable, subject to S106 contributions.
- 3.15 Correspondence from the LHA indicates that as part of any planning approval the applicant will be required to provide S106 contributions towards the proposed Beaconside roundabout junction and to provide temporary extensions to public transport connections.
- 3.16 **Sandon Road is a key route within the vicinity of the site, with existing concerns along the corridor, therefore, S106 contributions should consider the parish area and the impact of the development to the north of the site. Given the late stage of the application, this should be prioritised as part of the current S106 agreement negotiations.**

4 Highway Impact Assessment

General

- 4.1 As part of initial scoping discussions Atkins and the LHA agreed that the impact of the proposed development on the local highway network should be assessed using the STM.
- 4.2 The submitted TA summarises the STM, which is based on data collected in 2007, including roadside interview, car park and journey time data, in addition to traffic count data collected between 2004 – 2007. It is noted that a validation check of the model was undertaken in where SCC concluded that the base model was still representative of traffic conditions in 2013.
- 4.3 It is typical that traffic data used in assessments is less than five years old, in order to account for current actual flows. It is also noted that, background trends such as the short and longer-term impacts of Covid-19, would therefore not be reflected in older baseline data, which becomes less reliable.
- 4.4 The STM provides forecast models for 2018, 2025 and 2033 for the traditional AM (08:00-09:00) and PM (17:00-18:00) periods, including 'near certain' and 'more than likely' developments and highway schemes. Whilst the 2033 scenario still provides a longer-term future year assessment, it is noted that the 2018 and 2025 assessment periods are no longer relevant.
- 4.5 The current proposed development was submitted in 2022, some 15 years after the latest survey data was collected and nine years post the validation check. **It is considered that significant time has passed since this data was collected, where current traffic volumes and patterns may not be reflected in the STM model. Therefore, new traffic data should be collected and used to assess the proposed scheme.**
- 4.6 It is also noted that the model includes 'near certain' and 'more than likely' developments however, the currently adopted planning policy 'The Plan for Stafford Borough' (2011 – 2031) was adopted in June 2014, after the data collection for the STM was undertaken. Therefore, it is unlikely that all significant approved and 'more than likely' developments are included in the STM model.
- 4.7 Therefore, the cumulative impact of background traffic on the local highway network in the STM may be significantly understated, with real life traffic flows not reflected in the model.

- 4.8 The proposed development comprises up to 420 residential dwellings with supporting infrastructure, including highways and associated access works from Beasconside and Sandon Road.

“The STM comprises a variable demand model which forecasts the traveller’s frequency of trip and destination, and is integrated with a highway assignment model, which covers the area of Stafford. 6.2.3. The resultant flow information from the STM was then used in standalone junction modelling to understand the impact of the Proposed Development in more detail at junctions on the local highway network”.

- 4.9 The TA presents committed developments within the vicinity of the site; however, the consented vehicle trips associated with the committed developments have not been included in the presented capacity assessments. Therefore, as further discussed below, the submitted TA fails to model the cumulative impact of the vehicular traffic on the local highway network.

Trip Generation

- 4.10 SCC requested that trip rates previously used to assess the North Stafford SDL were applied to the current development proposals, *“to ensure a consistent approach for assessments using the STM”.*
- 4.11 Table 6.1 and 6.2 of the TA show the ‘2033 AM Peak and 2033 PM Peak’ trip rates associated with the STM and the subsequent trip generation, split between the proposed Beaconside and Sandon Road access junctions. The proposed vehicular trip generation associated with the current proposals is shown in **Table 4.1**:

Table 4.1 – Proposed Trip Generation

Junction	No of Dwellings	AM Peak Hour		PM Peak Hour	
		Arrivals	Departures	Arrivals	Departures
Sandon Road	70	11	27	25	13
Beaconside	350	56	136	126	66
Total	420	67	163	151	79

- 4.12 However, the TA anticipates that the proposed development will:

“generate fewer trips than those tested in the STM, due to the emerging long-term travel behaviour changes resulting from the COVID-19 pandemic. A 2020 report produced by the Chartered Institute of Personnel and Development (CIPD) suggests that employers expect that the proportion of staff who will work from home on a regular basis will rise to 37% from 18% before. However, in order to maintain consistency between the Local Plan assessments and this Proposed Development, no adjustment has been made to the trip rates”.

Trip Distribution

- 4.13 On review of the submitted TA the trip distribution and associated traffic has not been illustrated.
- 4.14 The trip assignment presented within the TA is stated to be based on neighbouring zones of “*similar land use type*”, with the trip assignment for the 2033 AM and PM peaks shown in Figure 3-1 to 3-8 within the TA (at its Appendix E).
- 4.15 The trip assignment diagrams show that minimal numbers of trips have been distributed along the B5066 Sandon Road, heading northwards from the proposed priority-controlled junction along Sandon Road. Trip generation movements from the Beaconside junction have been distributed differently to the above, with traffic also routing along the B5066 Sandon Road. **Table 4.2** shows the total two-way movements along the B5066 Sandon Road resulting from the proposed trip distribution.

Table 4.2 – Total Trip Distribution Sandon Road

	AM Peak Hour		PM Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Sandon Road Access 2033	0	2	2	1
Beaconside Access 2033	2	10	5	3
Total Trips	2	12	7	4

- 4.16 The above shows that a total of just 14 and 11 two-way trips (PCUs) were assessed along the B5066 Sandon Road, during the AM and PM Peak hours for the 2033 assessment scenario.
- 4.17 The submitted TA does not provide justification for the trip assessment provided and does not make reference to the previous SDL outline application. It is again highlighted that as part of the outline SDL planning application a Journey to Work assessment was undertaken, which found that 9% of all vehicle trips to/from the site would route along the B5066 to/from the Parish area.
- 4.18 It is noted that the centre point of the wider SDL site is located further west than the current application site, where the location of the current application site is likely to result in a higher number of vehicle trips along this key route. To reflect this, a larger percentage of trips should be distributed along Sandon Road.

- 4.19 **As it is likely that more than 10% of the development trips would be likely to distributed along Sandon Road, the actual numbers of vehicle trip associated with this development would be significantly more than presented, as such this should be properly assessed. We recommend that SBC acknowledge the findings of this review. Currently, SBC have the ability to take the application back to Planning Committee to address these matters and ensure that the permission, if granted, fully and accurately considers the impact on the local highway network, mitigating as appropriate the correct and accurate current modelling.**
- 4.20 **It is noted that the methodology and justification for the trip type and trip distribution presented within the submitted TA is limited and fails to consider the Parish area and any impact the proposals may have on the B5066 Sandon Road or the A51 Lichfield Road junction. The capacity assessments undertaken as part of the TA should be updated to reflect the level of additional vehicular movements routing along the B5066.**

5 Summary and Conclusions

- 5.1 Dynamic Transport Planning is instructed by Sandon and Burston Parish Council to document a review of the TA produced in support of an outline (including highways and associated works) planning application for residential dwellings, on land to the west of Sandon Road, Beaconside, Hopton, Stafford.
- 5.2 The Sandon and Burston Parish area is located around 4km of the currently proposed residential site. As part of a live planning application a new access junction is proposed off the B5066 Sandon Road, which forms a key link between the site/wider development area and the Parish area.
- 5.3 It is noted that as part of the Local Plan allocation various planning applications have been submitted at the current site and the adjacent North Stafford SDL site. All of the submitted applications have assessed the highways impact of the proposals using the STM SATURN model.
- 5.4 This TN has provided an assessment of the submitted transport documentation, to determine whether the impact of the proposed development on the local highway network is thought to be material, with particular respect to the Sandon and Burston Civil Parish area indicated above.
- 5.5 Overall, it is considered that the submitted TA failed to consider the B5066 Sandon Road as a key road link between the proposed site and the A51 Lichfield Road, as minimal traffic has been routed along this sensitive network.
- 5.6 Journey route planning software confirms that the B5066 Sandon Road will be used to connect the development site and previously consented North Stafford SDL site to the A51, where given the nature of the road with a narrow canal bridge crossing and a notable PIA it is considered that the submitted traffic model fails to assess volume of traffic along this route.
- 5.7 The TA fails to adequately justify the trip type assignment presented as part of the capacity assessments. Previous transport reports submitted within the wider development area provided Journey to Work trip type analysis which found that 9% of all trips route along the B5066 Sandon Road, towards the Parish area.
- 5.8 The dwellings proposed as part of the current application are located further to the east, within close proximity to Sandon Road, where it is considered that this route would be even more desirable. Additionally, no internal link between the current application and wider development area has been considered, where a significant number of additional vehicle trips would use the B5066, therefore, a minimum of 9% of trips should be distributed towards the A51/Parish area.

- 5.9 Overall, it is apparent that the assessment of the transport aspects of the current application have not considered the Sandon Road corridor towards the Parish area. There are a number of concerns and sensitivities along the corridor up to and including the junction with the A51, none of which have had any consideration to date.
- 5.10 The application should be returned to committee and not progressed until a full assessment of the study area has been undertaken. Notwithstanding this, the approval is subject to a S106 agreement, which has not considered the impact of the proposals on the parish area nor designated any contributions for this area.

Appendix 1

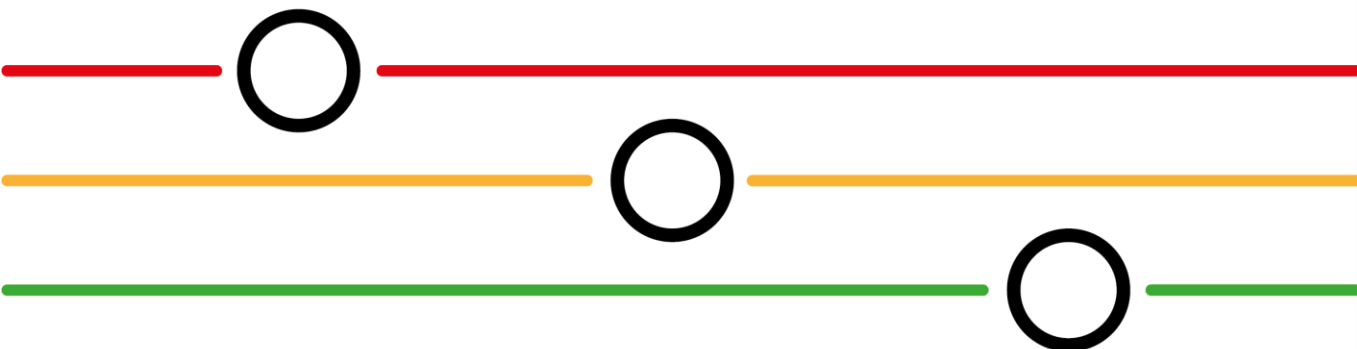
Sandon and Burston Parish Accident Record

Sandon And Burston Parish Council Accident Record 2022 - 2024

Ref No	Date of incident/clerk informed	Location	Description
1	16/12/22	Sandon War Memorial	
2	16/12/22	A51 Hilderstone Turn	Vehicle hit from behind while waiting to turn right onto Hilderstone road.
3	16/12/22	A51 House next to castle View	Car collided with fence in front of house
4	21/12/22	A51	Collision with bridge
5	12/01/23	A51 Nr Aston Marina	<i>'Bad' Accident</i>
6	12/01/23	A51	Road Traffic Collision (same as above?)
7	26/01/23	Sandon Canal Bridge	"taken big knock, parapet badly damaged"
8	07/03/23	A51 – By speed camera Weston to Sandon direction.	Road Traffic Collision with post van resulting in the post van being written off.
9	02/03/22	A51 – Turning off A51 onto Hilderstone Road	-
10	12/04/23	A51 – Sandon Crossing outside of Mumbles	Major accident. Circa 5 cars and a lorry. Police and ambulance are on scene.
11	17/04/23	A51 – Junction near Rustic Living Shop	'BMW ended up on its roof'
12	07/05/2024	A51 – Butterfield, Burston	Car veered into property boundary demolishing part of the hawthorn hedge and knocking down two conifer trees
13	25/07/2024	A51 – Junction near Mumbles Day Nurseries	2 transit vans – police and ambulance on scene
14	03.09.24	A51 – Junction near Mumbles Day Nurseries	a vehicle went around the wrong way of the memorial narrowly missing pedestrians
15	04.09.24	Sandon Shops	The buggy vehicle from the Sandon shoot had just turned on the a51 from school Lane. The car behind then got very close to his back bumper. Then just before the shop the car decided to overtake the buggy, only to have the central reservation in his way. So, the car then drives onto the opposite side of the road at oncoming traffic to go round the central reservation and the

Sandon And Burston Parish Council Accident Record 2022 - 2024

			buggy. And only just made in back on the left side of the road in time. It would have been catastrophic. Not only to the buggy and oncoming vehicles but could have hit the village shop
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Sandon and Burston Parish Council

Review of Proposed Residential Development Application,
Land off Sandon Road, Hopton, Stafford

Technical Note

3714325



OCTOBER 2025

Note Details

Report Number:	3714325-TN
Report Title:	Technical Note – Review of Proposed Residential Development Application, Land off Sandon Road, Hopton, Stafford
Client:	Sandon and Burston Parish Council
Date:	28 October 2025
Status:	-

Dynamic Transport Planning Ltd (DTP) has prepared this report for the use of our client for the intended purposes as stated in the agreement under which this work was undertaken. This report should not be relied on by any third party without the written agreement of DTP and the client.

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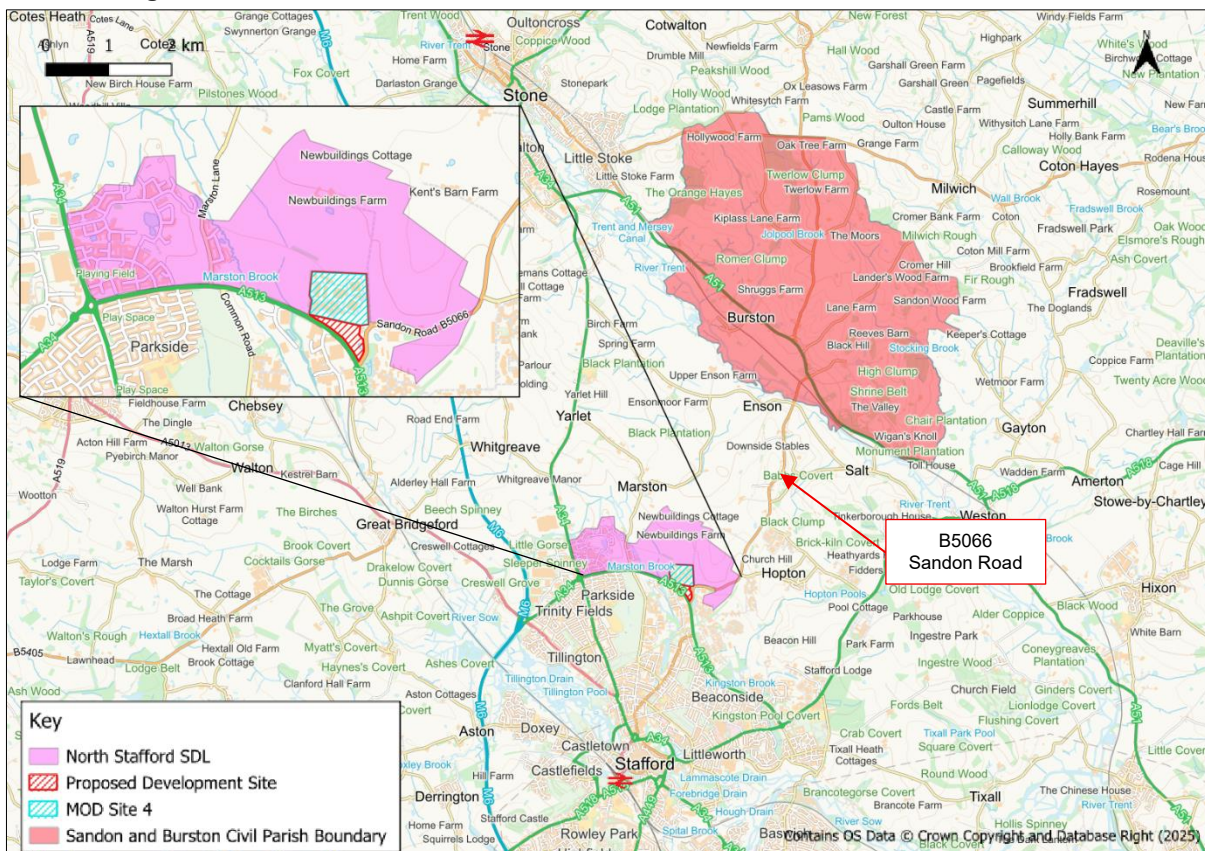
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1 Introduction

- 1.1 Dynamic Transport Planning Ltd is instructed by Sandon and Burston Parish Council (SBPC) to document a review of the transport context relating to an outline planning application for residential dwellings, on land to the west of Sandon Road, Beaconside, Hopton, Stafford.
- 1.2 Sandon and Burston Parish is located around 7km north of Stafford Town Centre and 16.5km south-east of Stoke-on-Trent City Centre. The residential application site and adjacent North Stafford SDL site are shown in relation to Sandon and Burston Parish in **Figure 1.1**:

Figure 1.1: Site Location and Parish Area



- 1.3 SBPC is located around 4km to the north of the proposed development site associated with the above residential application, which forms the subject of this report.
- 1.4 It is also noted that the 'North Stafford Strategic Development Location' (North Stafford SDL) site, as allocated in the Stafford Borough Council (SBC) Local Plan is located adjacent to the current proposed residential development.
- 1.5 The residential application is formed of two parcels of land, a triangular area to the south and the northern portion which most recently operated as a Ministry of Defence (MOD) site known as 'Site 4'.

- 1.6 As the above plan shows, the B5066 Sandon Road runs to the east of the proposed development / MOD site, which forms the subject of this report, providing a direct vehicular route between the site and the Sandon and Burston Parish area.
- 1.7 On review of the transport documentation submitted with the application it appears that there has been no consideration of potential transport impacts within the parish area despite the parish's location on a key access route to/from the wider development area.

Previous Planning Applications

- 1.8 As noted above, the proposed residential site is located to the south of the North Stafford SDL site, allocated for up to 3,100 homes and supporting infrastructure, as part of the currently adopted SBC Local Plan. An outline planning application (Application Reference: 16/25450/OUT) was submitted in December 2016, for up to 2,000 dwellings, local centre with up to 4,500m² of A1/2/3/4 and 5 uses, a medical facility, care home and a Primary and Secondary School.
- 1.9 The above application was supported by a TA produced by David Tucker Associates and was subsequently approved on 30th May 2022. A portion of the dwellings and the proposed primary school, located to the west of Marston Lane have since been constructed and occupied. Access to the site is currently provided by a new priority-controlled junction along the southern boundary of the site off the A513 Beaconside. An access junction was also proposed to the eastern edge of the site, off the B5066 Sandon Road.
- 1.10 It is noted that the portion of the SDL development directly adjacent to the current application site has not yet been constructed. Following the above approval an application (Application Reference: 24/39597/FUL) was approved to vary conditions 1, 3, 4, 6, 8, 9, 19 and 16.
- 1.11 Following the above application, a 'Phase 1A Reserved Matters Application' (Application Reference: 25/40539/REM) is now live with SBC, for the construction of 350 residential homes and associated public open space, including access, layout, appearance, scale, pursuant to condition 1 attached to outline approval 24/39597/FUL.
- 1.12 The southern portion of the current application site has been subject to multiple residential planning applications. The most recent of which was submitted in August 2018, (Application Reference: 18/29161/REM) for up to 120 dwellings. The application was refused in April 2019, due to poor layout and design relating to the character of the area.

Live Planning Application

- 1.13 The current application site is subject to a live outline planning application (Application Reference: 22/36919/OUT) submitted in December 2022, for a residential development of up to 420 dwellings, with supporting infrastructure (including green infrastructure, highways and associated works) and the demolition of existing buildings and structure. All matters are reserved other than means of access to the site from Beaconside and Sandon Road.
- 1.14 The above planning application was supported by a TA and a Travel Plan produced by Atkins. Staffordshire County Council (SCC) as the Local Highway Authority, provided consultation comments, to which Atkins provided additional Technical Notes (TNs).
- 1.15 It is noted that earlier correspondence from the LHA, 27th March 2023, recommended that the planning application should be refused as the proposals failed to demonstrate how the site can be accessed by sustainable modes. Further correspondence from the LHA dated 4th September 2024 and 11th October 2024 as the proposals fail to provide sufficient information to allow an informed decision to be made.
- 1.16 Correspondence from the LHA dated 21st February 2025 confirms no objection to the planning application subject to a S106 agreement. The most recent response from the LHA, via email and dated 11th April 2025, notes that the LHA are satisfied that both Sandon Road and Beaconside access junctions, proposed to serve the development will operate within capacity. However, based on upon this review there still appears to have not been any consideration of the Sandon Road corridor towards the parish.
- 1.17 Given the scale of the development in the area around the current application site a clear understanding of the cumulative transport impact is critical for all parties before a formal decision can be made, particularly in the context of the parish.
- 1.18 The purpose of this report is to assess the transport and highways assessment submitted as part of the above application, to determine whether the impact of the proposed development on the local highway network has been assessed in an appropriate way. This TN will consider whether the impact of the proposed development on the local highway network is thought to be material, with particular regard to the Sandon and Burston Parish area indicated above.
- 1.19 DTP's recommendations are highlighted by the use of bold text throughout this document.

2 Scope of Current Application TA

Submitted Transport Assessment

- 2.1 The content of the submitted TA includes site history and context, a summary of the pre-application discussions, a policy review, baseline conditions at the site (including access by non-car modes), an assessment of local committed development, the development proposals and junction capacity assessments.
- 2.2 Following pre-application discussions, the impact of the proposed development on the local highway network was assessed using the Stafford Transport Model (STM) which is a SATURN strategic model.
- 2.3 Within in the vicinity of the current application site, all of the proposed and committed developments are based on the STM model and associated traffic flows. Despite the proximity of the development zone to the parish area the STM does not distribute significant traffic along the B5066 Sandon Road, towards the A51, as a result the any impact of development within the area has not been adequately assessed.
- 2.4 The initial 2016 outline planning application associated with the allocated SDL site (Application Reference: 16/25450/OUT) based vehicle trip distribution on Journey Travel to Work Statistics, based on the National Travel Survey (NTS) and Census 2011 data for the Middle Super Output Area (MSOA) Stafford 011.
- 2.5 The results of the Journey to Work assessment forecast that 9% of all vehicle movements associated with the 2,000 dwelling site would route along the B5066 Sandon Road. The outline application also concluded that there would be a total of 834 and 733 two-way external vehicle trips during the AM and PM peak hours, as a result of the development.
- 2.6 Therefore, the above equates to around 75 and 66 two-way vehicle movements routing along the B5066 Sandon Road, to/from the A51 and the Parish area. It is noted that the centre point of the wider SDL site is located further west than the current application site, where the location of the current application site is likely to result in a higher number of vehicle trips along this key route.
- 2.7 **It is therefore, considered that, in line with previous assessments in the local area, a review of the traffic distribution for the application should be undertaken, whereby a portion higher than the earlier TA distribution would be anticipated to be routed along the B5066 Sandon Road, to/from the SBPC area.**

Existing Highway Network

- 2.8 It is noted that as part of the initial introduction to the site, 'Figure 1-2 – Proximity of the Site to Stafford' shows the local primary roads and motorway, which fails to note the local 'B' roads, including the B5066 Sandon Road, from which access to the site is proposed. 'Figure 3-1 – Strategic Development Location' also fails to identify the B5066 Sandon Road as a key road link serving the proposed development site.
- 2.9 A description of the B5066 Sandon Road is included at section 3.4 of the TA. However, this only takes into account the section of road within the vicinity of the proposed access junction and fails to take into account the nature of the road as a direction connection to the A51 Lichfield Road to the north of the site.
- 2.10 The A51 runs east of Stafford, just under 4km from the site. Use of route planning software indicates that vehicles routing to/from the proposed development, particularly those using the proposed Sandon Road junction would route via the A51, via the B5066 Sandon Road, to access areas such as Uttoxeter, Stone and Stoke for employment, education, retail and leisure purposes, as shown on **Figures 2.1 – 2.3**.

Figure 2.1 – Sandon Access Point to Uttoxeter

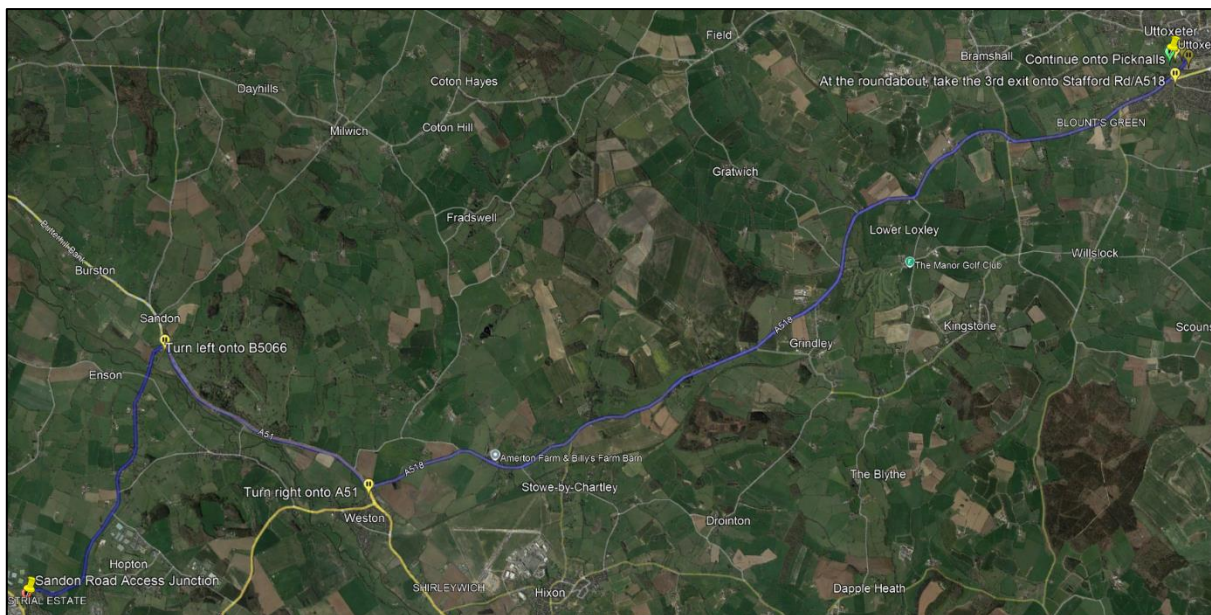


Figure 2.2 – Sandon Access Point to Stoke-on-Trent

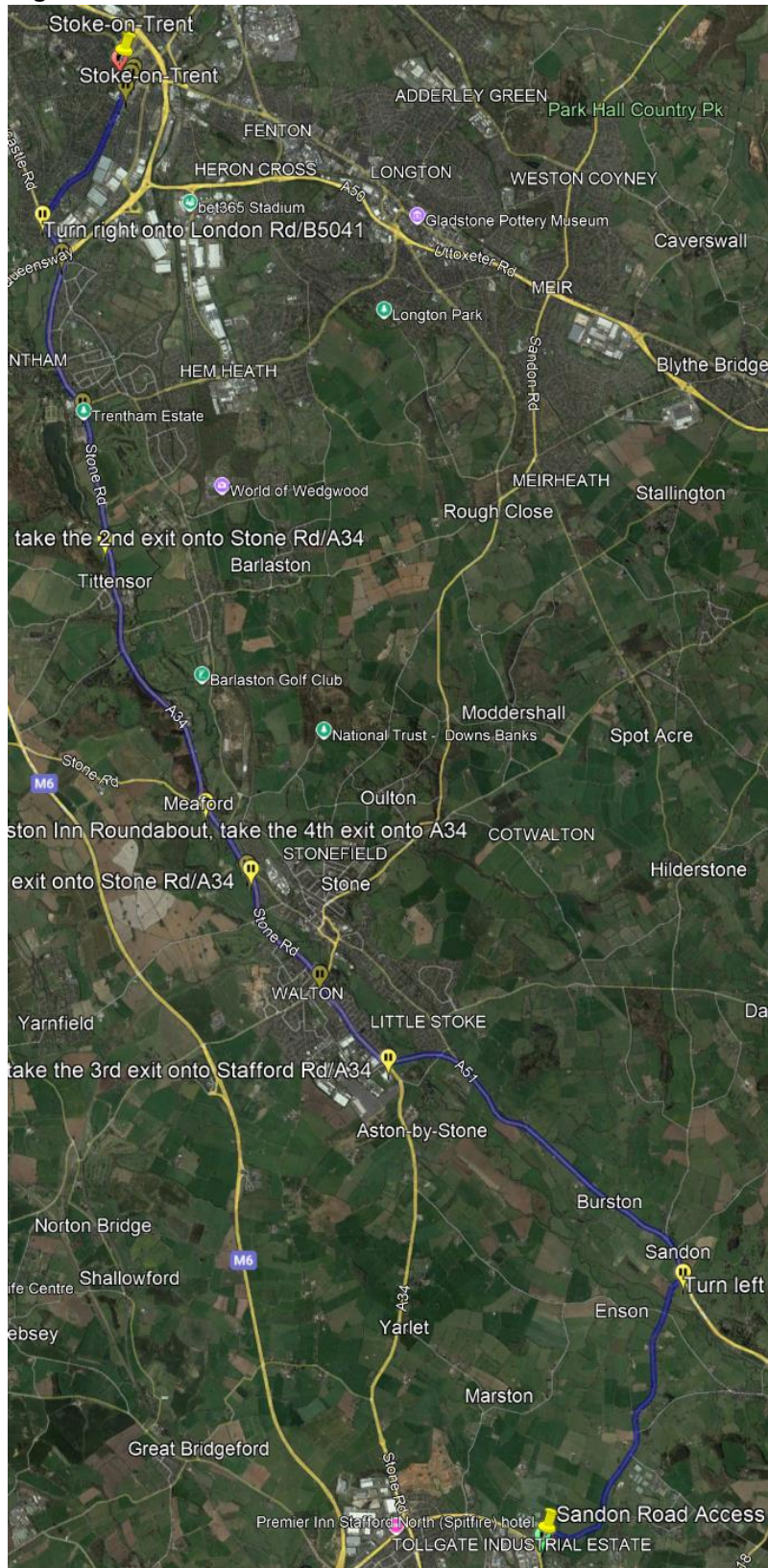
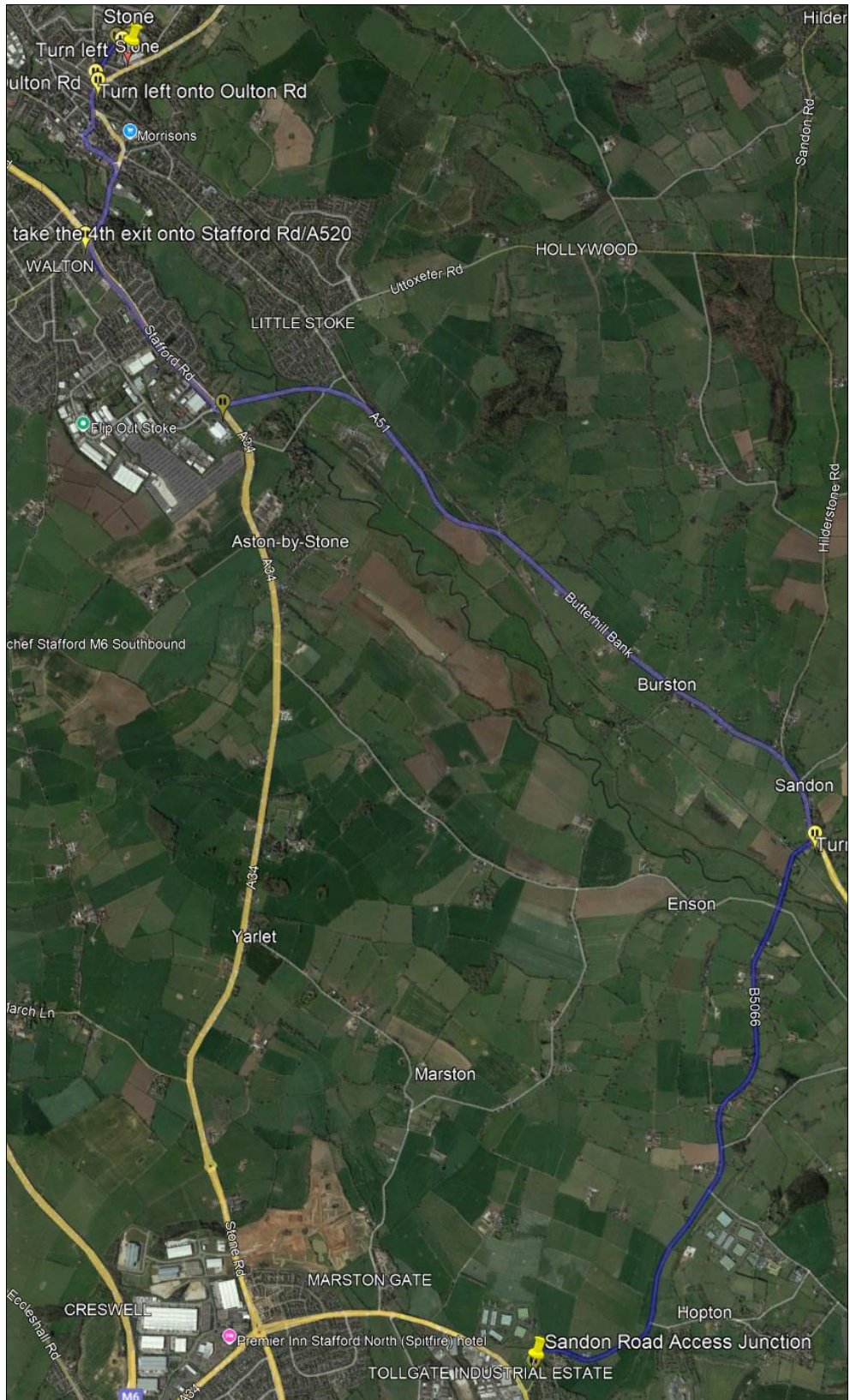


Figure 2.3 – Sandon Access Point to Stone



- 2.11 The B5066 Sandon Road is formed of a single carriageway not supported by streetlighting along its length. Within the vicinity of the site, the road is subject to the national speed limit, however, around 3km to the north of the proposed Sandon Road access junction the speed limit reduces to 40mph before the road narrows at Sandon Bridge, over the River Trent.
- 2.12 It is also noted that around 3.5km to the north of the proposed Sandon Road access junction the road narrows to a single lane, to allow vehicles to cross the Trent and Mersey Canal, with vehicles travelling southbound giving way to northbound vehicles, as shown below.

Figure 2.4: Canal Bridge



- 2.13 **Figure 2.5** shows the B5066 Sandon Road junction with the A51 Lichfield Road, the photos skid marks left by vehicles at the junction and the limited visibility at the junction.

Figure 2.5: B5066 Sandon Road / A51 Lichfield Road Junction



- 2.14 As the above assessment shows, it is considered that the B5066 Sandon Road is a key road link between the proposed development and the A51 Lichfield Road, bypassing Stafford and its surrounding highway network.
- 2.15 The nature of Sandon Road is of particular concern with regard to construction traffic relating to any planning approval for the site, as given narrowing of Sandon Road to the north of the site and the overall poor vehicle accident record, it is considered that any construction traffic associated with the site of wider development area should not be routed along this section of the local highway network.
- 2.16 **It is essential that a suitable Construction Traffic Management Plan condition is included should planning permission be granted, allowing for the routing of construction vehicles to be managed and restrict such vehicles from sensitive locations such as canal bridge and A51 junction. If this is not a current condition to be included the application could be taken back to Planning Committee where the original resolution was made to add any additional conditions.**
- 2.17 It is noted that as part of an assessment of non-car modes of travel to the development, the previously approved and not yet fully implemented site and facilities to the north/west of the current proposals has been included.
- 2.18 **The above highlights the sensitive nature of the B5066 Sandon Road within the vicinity of the site, therefore, it is considered that the uplift in vehicular traffic resulting from the development proposals should be further assessed along this route. Having regard for Paragraph 115 clause (d) of the NPPF December 2024, which makes clear that in accessing applications it should be ensured that:**

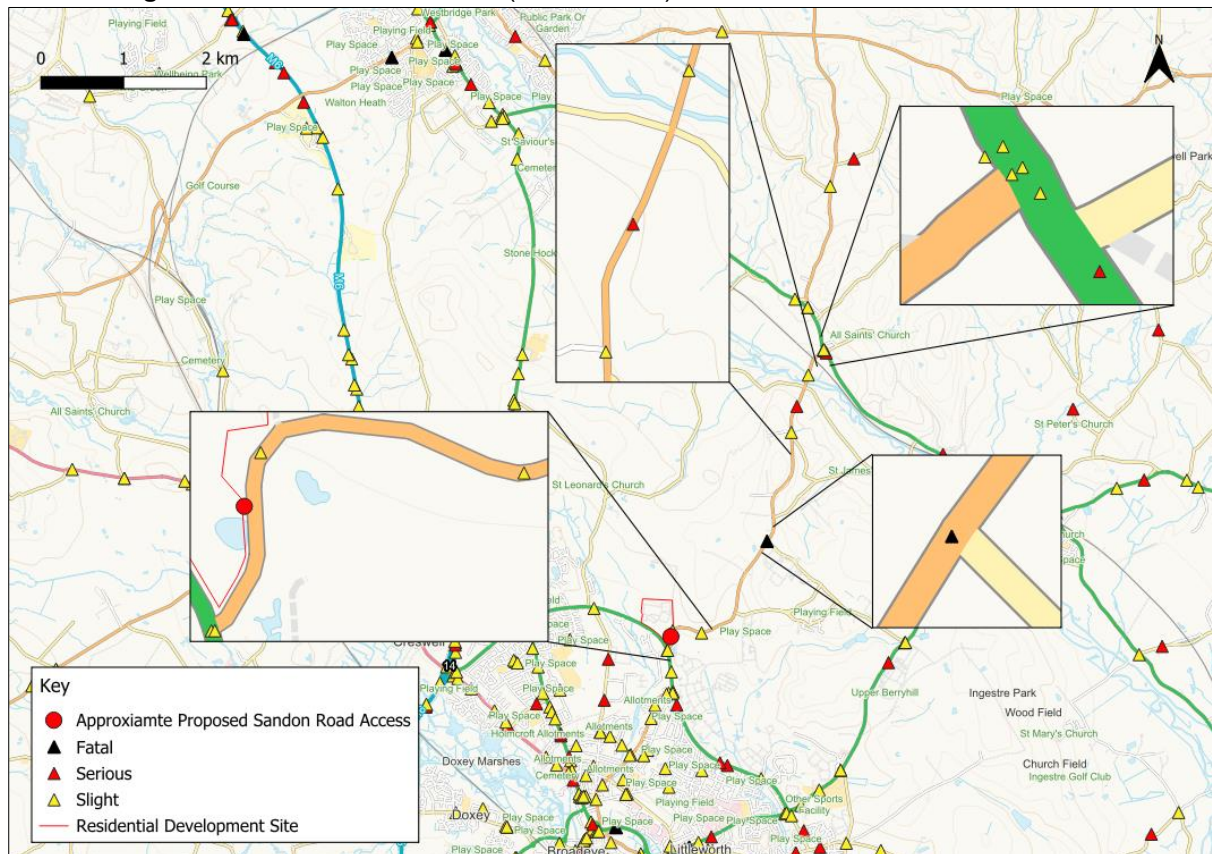
“any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.”

Accident Review

- 2.19 A review of Personal Injury Accident (PIA) data has been undertaken for the five-year period between 2017 – 2021. Whilst it is noted that the study period is acceptable with regard to the report publication date (December 2022), it is noted that the study area is limited, given the anticipated traffic volumes at the site.
- 2.20 It is noted that during the 2017 – 2021 assessment period several ‘serious’ incidents were reported along the B5066 Sandon Road to the north of the site. It is also noted that using the most recent five-year period of 2021 – 2024, a ‘fatal’ incident was reported along the B5066 Sandon Road, with six incidents reported within the vicinity of the B5066 Sandon Road / A51 Lichfield Road junction to the north of the site.

- 2.21 It is recommended that an updated PIA assessment is undertaken, including a wider assessment area, with particular respect to the B5066 Sandon Road.
- 2.22 The below **Figure 2.1** shows that the most recently available five-year (2020-2024) road accident data provided by the DfT, within the vicinity of the proposed development.

Figure 2.1 – Accident Recorded (2020 – 2024)



- 2.23 The above shows that in the most recently available five-year period there have been four incidents of 'slight' severity recorded within the vicinity of the proposed Sandon Road access junction.
- 2.24 Additionally, there have been several incidents reported along the B5066 Sandon Road to the north of the site, including an accident of 'slight' severity reported as the road narrows at the Trent and Mersey Canal.
- 2.25 In 2022, an incident involving a car and a pedal cycle resulted in a fatality, at the B5066 Sandon Road / Within Lane priority-controlled junction.
- 2.26 It is noted that several incidents have been reported within the vicinity B5066 Sandon Road / A51 Lichfield Road junction, with two accidents recorded in 2024.
- 2.27 SBPC have provided their own accident record log for the period 2022 – 2024, which is focused on Sandon Road and the junction with the A51 in the parish area, included at **Appendix 1**.
- 2.28 **It is considered that given that the above assessment shows that the B5066 is a key road link between the proposed development and the A51 and the number of vehicle collisions reported along the road an updated PIA should be undertaken, extending the study area. It would be reasonable to request this supporting information from the applicant and a resolution in light of this independent report to request the supporting and updated information could be made by the Planning Committee.**
- 2.29 **There appears to be underlying cause for concern, this should have been identified within the submitted TA and as a result there is no assessment of any pattern or trend of road incident, which should be carried out and mitigation proposed where necessary.**

3 Development Proposals

General

- 3.1 The proposed development comprises up to 420 residential dwellings with supporting infrastructure, including highways and associated access works from Beasconside and Sandon Road.

Proposed Site Access

- 3.2 It is proposed that the main vehicular access to the site is provided via a new four-arm roundabout on the A513 Beasconside, to replace the existing priority-controlled junction with Tollgate Drive. A further, “local vehicle” access point is proposed off The B5066 Sandon Road, as previously approved.
- 3.3 The specified access proposals are shown at Appendix D of the TA (Drawing Numbers: MOD4-ATK-HGN-SAND-DR-D-0001-P1 and MOD4-ATK-HGN-SAND-DR-D-0002-P1) with extracts shown at **Figure 3.1** and **3.2**.

Figure 3.1 – Beasconside Proposed Site Access

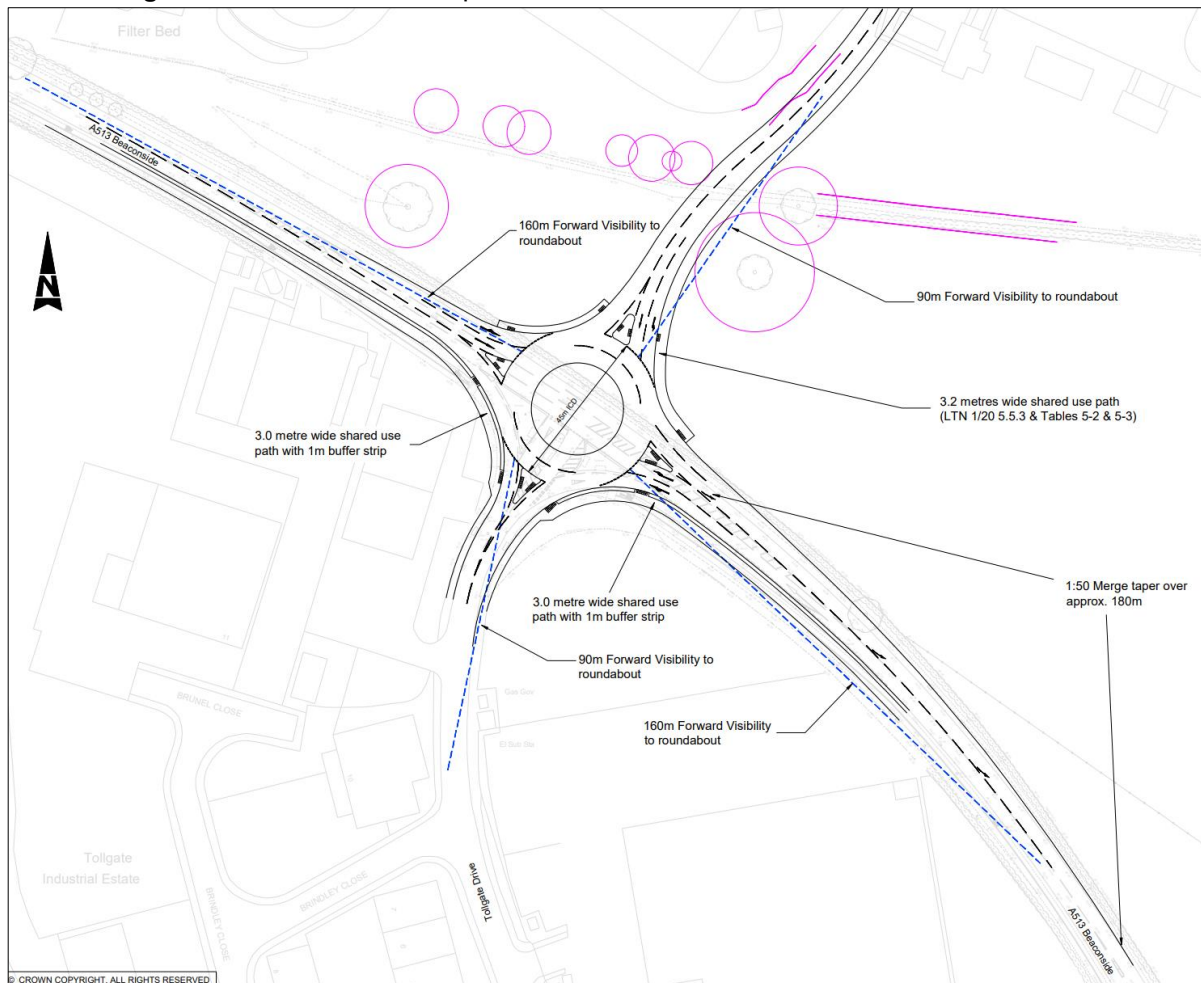
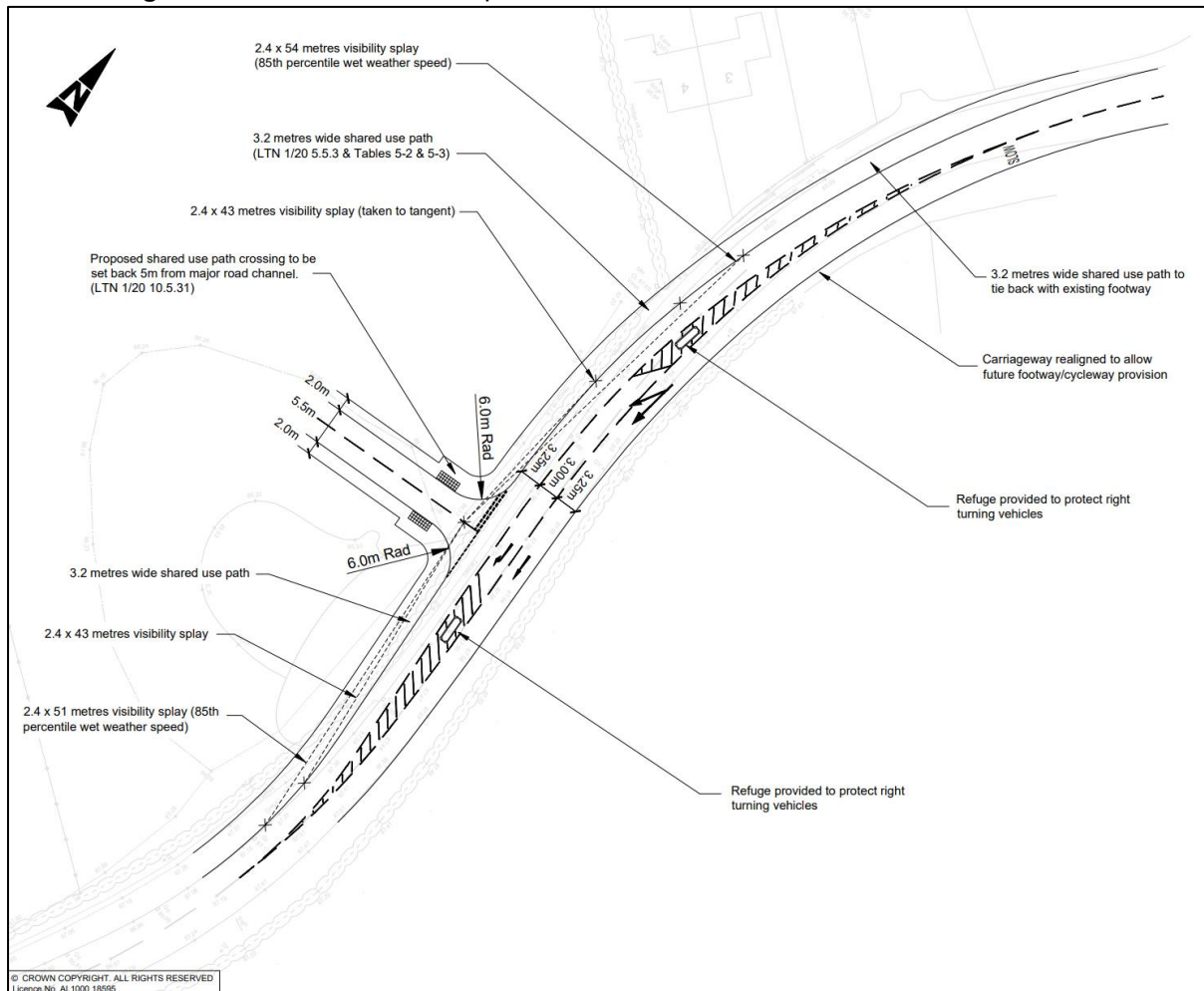


Figure 3.2 – Sandon Road Proposed Site Access



- 3.4 The above plan shows the proposed Sandon Road access junction and presents visibility splays of 2.4 x 43m, associated with speeds of 30mph. Currently, the section of Sandon Road which passes the development site is subject to the national speed limit.
- 3.5 It is noted that the above also shows “85th percentile wet weather visibility splays” indicating that a speed survey has been undertaken of Sandon Road, however, no evidence of this is presented as part of the TA.
- 3.6 As part of the submitted TA a ‘Transport and Access Overview’ provided by David Tucker Associates as part of a previous planning application is provided at Appendix B ‘Committed Developments’. The previous transport report relates to the North Stafford SDL site, as part of the proposed scheme it is indicated that the speed limit on Sandon Road, within the vicinity of the site would be reduced to 40mph.
- 3.7 **Clarification is required as to any proposed speed limit change within the vicinity of the site, as the current TA does not assess the section of Sandon Road as 40mph, nor does the TA refer to any proposed speed limit change as part of the current scheme.**

Internal Site Layout

3.8 The TA states that:

“Discussions with SCC prior to submission of this application focused on their aspirations for a vehicular connection to the North Stafford SDL to the north of the Site. This connection isn’t specifically included at this outline stage within the Outline Illustrative Masterplan. However, the central spine street has been designed to enable this potential connection to be facilitated north of the Site should it be required at a future date. Accordingly, the central spine street is indicated in the Outline Illustrative Masterplan as 6.1 metres wide but could potentially be enlarged to a width of 7.3 metres should the road need to accommodate such a connection to the SDL. However, this scenario hasn’t been included in this TA”.

- 3.9 Although the Sandon Road access junction has been considered as a secondary access point to the wider proposed site with no link to the SDL site confirmed, the above indicates that it is intended for the proposed site to provide a vehicular connection to the North Stafford SDL site.
- 3.10 Any potential internal vehicular connection would provide an alternative route through the wider development area, allowing vehicles to make use of the proposed new access junction along Sandon Road. An internal connection throughout the wider development would, therefore, increase the number of vehicles routing to and from the site along the B5066 Sandon Road, to/from the A51 and the Parish area.
- 3.11 The submitted TA highlights SCC’s aspirations for a connection through the wider development area, however, no additional assessment scenarios have been presented to understand the implications of such a connection on the vehicle flows along the B5066 Sandon Road or the Parish area.
- 3.12 **The applicant should confirm whether such a connection will be provided through the wider development area and if so, additional assessment scenarios should be presented to quantify the additional vehicle movements and assess the capacity of the proposed priority junction.**

Active Travel Connections

- 3.13 The TA shows that consideration has been given to non-modes of access to the development, summarised as follows:
- Proposed pedestrian/cyclist routes throughout the site connecting homes and local services;
 - Footways are proposed alongside access roads to both new access junctions;
 - Connections from the current proposals to the approved and partially constructed North Stafford SDL; and

- Proposed new shared use path along Sandon Road to the south of the new access junction.
- 3.14 It is noted that the LHA have concluded that the sustainable transport options within the vicinity of the site are acceptable, subject to S106 contributions.
- 3.15 Correspondence from the LHA indicates that as part of any planning approval the applicant will be required to provide S106 contributions towards the proposed Beaconside roundabout junction and to provide temporary extensions to public transport connections.
- 3.16 **Sandon Road is a key route within the vicinity of the site, with existing concerns along the corridor, therefore, S106 contributions should consider the parish area and the impact of the development to the north of the site. Given the late stage of the application, this should be prioritised as part of the current S106 agreement negotiations.**

4 Highway Impact Assessment

General

- 4.1 As part of initial scoping discussions Atkins and the LHA agreed that the impact of the proposed development on the local highway network should be assessed using the STM.
- 4.2 The submitted TA summarises the STM, which is based on data collected in 2007, including roadside interview, car park and journey time data, in addition to traffic count data collected between 2004 – 2007. It is noted that a validation check of the model was undertaken in where SCC concluded that the base model was still representative of traffic conditions in 2013.
- 4.3 It is typical that traffic data used in assessments is less than five years old, in order to account for current actual flows. It is also noted that, background trends such as the short and longer-term impacts of Covid-19, would therefore not be reflected in older baseline data, which becomes less reliable.
- 4.4 The STM provides forecast models for 2018, 2025 and 2033 for the traditional AM (08:00-09:00) and PM (17:00-18:00) periods, including 'near certain' and 'more than likely' developments and highway schemes. Whilst the 2033 scenario still provides a longer-term future year assessment, it is noted that the 2018 and 2025 assessment periods are no longer relevant.
- 4.5 The current proposed development was submitted in 2022, some 15 years after the latest survey data was collected and nine years post the validation check. **It is considered that significant time has passed since this data was collected, where current traffic volumes and patterns may not be reflected in the STM model. Therefore, new traffic data should be collected and used to assess the proposed scheme.**
- 4.6 It is also noted that the model includes 'near certain' and 'more than likely' developments however, the currently adopted planning policy 'The Plan for Stafford Borough' (2011 – 2031) was adopted in June 2014, after the data collection for the STM was undertaken. Therefore, it is unlikely that all significant approved and 'more than likely' developments are included in the STM model.
- 4.7 Therefore, the cumulative impact of background traffic on the local highway network in the STM may be significantly understated, with real life traffic flows not reflected in the model.

- 4.8 The proposed development comprises up to 420 residential dwellings with supporting infrastructure, including highways and associated access works from Beasconside and Sandon Road.

“The STM comprises a variable demand model which forecasts the traveller’s frequency of trip and destination, and is integrated with a highway assignment model, which covers the area of Stafford. 6.2.3. The resultant flow information from the STM was then used in standalone junction modelling to understand the impact of the Proposed Development in more detail at junctions on the local highway network”.

- 4.9 The TA presents committed developments within the vicinity of the site; however, the consented vehicle trips associated with the committed developments have not been included in the presented capacity assessments. Therefore, as further discussed below, the submitted TA fails to model the cumulative impact of the vehicular traffic on the local highway network.

Trip Generation

- 4.10 SCC requested that trip rates previously used to assess the North Stafford SDL were applied to the current development proposals, *“to ensure a consistent approach for assessments using the STM”.*
- 4.11 Table 6.1 and 6.2 of the TA show the ‘2033 AM Peak and 2033 PM Peak’ trip rates associated with the STM and the subsequent trip generation, split between the proposed Beaconside and Sandon Road access junctions. The proposed vehicular trip generation associated with the current proposals is shown in **Table 4.1**:

Table 4.1 – Proposed Trip Generation

Junction	No of Dwellings	AM Peak Hour		PM Peak Hour	
		Arrivals	Departures	Arrivals	Departures
Sandon Road	70	11	27	25	13
Beaconside	350	56	136	126	66
Total	420	67	163	151	79

- 4.12 However, the TA anticipates that the proposed development will:

“generate fewer trips than those tested in the STM, due to the emerging long-term travel behaviour changes resulting from the COVID-19 pandemic. A 2020 report produced by the Chartered Institute of Personnel and Development (CIPD) suggests that employers expect that the proportion of staff who will work from home on a regular basis will rise to 37% from 18% before. However, in order to maintain consistency between the Local Plan assessments and this Proposed Development, no adjustment has been made to the trip rates”.

Trip Distribution

- 4.13 On review of the submitted TA the trip distribution and associated traffic has not been illustrated.
- 4.14 The trip assignment presented within the TA is stated to be based on neighbouring zones of “*similar land use type*”, with the trip assignment for the 2033 AM and PM peaks shown in Figure 3-1 to 3-8 within the TA (at its Appendix E).
- 4.15 The trip assignment diagrams show that minimal numbers of trips have been distributed along the B5066 Sandon Road, heading northwards from the proposed priority-controlled junction along Sandon Road. Trip generation movements from the Beaconside junction have been distributed differently to the above, with traffic also routing along the B5066 Sandon Road. **Table 4.2** shows the total two-way movements along the B5066 Sandon Road resulting from the proposed trip distribution.

Table 4.2 – Total Trip Distribution Sandon Road

	AM Peak Hour		PM Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Sandon Road Access 2033	0	2	2	1
Beaconside Access 2033	2	10	5	3
Total Trips	2	12	7	4

- 4.16 The above shows that a total of just 14 and 11 two-way trips (PCUs) were assessed along the B5066 Sandon Road, during the AM and PM Peak hours for the 2033 assessment scenario.
- 4.17 The submitted TA does not provide justification for the trip assessment provided and does not make reference to the previous SDL outline application. It is again highlighted that as part of the outline SDL planning application a Journey to Work assessment was undertaken, which found that 9% of all vehicle trips to/from the site would route along the B5066 to/from the Parish area.
- 4.18 It is noted that the centre point of the wider SDL site is located further west than the current application site, where the location of the current application site is likely to result in a higher number of vehicle trips along this key route. To reflect this, a larger percentage of trips should be distributed along Sandon Road.

- 4.19 **As it is likely that more than 10% of the development trips would be likely to distributed along Sandon Road, the actual numbers of vehicle trip associated with this development would be significantly more than presented, as such this should be properly assessed. We recommend that SBC acknowledge the findings of this review. Currently, SBC have the ability to take the application back to Planning Committee to address these matters and ensure that the permission, if granted, fully and accurately considers the impact on the local highway network, mitigating as appropriate the correct and accurate current modelling.**
- 4.20 **It is noted that the methodology and justification for the trip type and trip distribution presented within the submitted TA is limited and fails to consider the Parish area and any impact the proposals may have on the B5066 Sandon Road or the A51 Lichfield Road junction. The capacity assessments undertaken as part of the TA should be updated to reflect the level of additional vehicular movements routing along the B5066.**

5 Summary and Conclusions

- 5.1 Dynamic Transport Planning is instructed by Sandon and Burston Parish Council to document a review of the TA produced in support of an outline (including highways and associated works) planning application for residential dwellings, on land to the west of Sandon Road, Beaconside, Hopton, Stafford.
- 5.2 The Sandon and Burston Parish area is located around 4km of the currently proposed residential site. As part of a live planning application a new access junction is proposed off the B5066 Sandon Road, which forms a key link between the site/wider development area and the Parish area.
- 5.3 It is noted that as part of the Local Plan allocation various planning applications have been submitted at the current site and the adjacent North Stafford SDL site. All of the submitted applications have assessed the highways impact of the proposals using the STM SATURN model.
- 5.4 This TN has provided an assessment of the submitted transport documentation, to determine whether the impact of the proposed development on the local highway network is thought to be material, with particular respect to the Sandon and Burston Civil Parish area indicated above.
- 5.5 Overall, it is considered that the submitted TA failed to consider the B5066 Sandon Road as a key road link between the proposed site and the A51 Lichfield Road, as minimal traffic has been routed along this sensitive network.
- 5.6 Journey route planning software confirms that the B5066 Sandon Road will be used to connect the development site and previously consented North Stafford SDL site to the A51, where given the nature of the road with a narrow canal bridge crossing and a notable PIA it is considered that the submitted traffic model fails to assess volume of traffic along this route.
- 5.7 The TA fails to adequately justify the trip type assignment presented as part of the capacity assessments. Previous transport reports submitted within the wider development area provided Journey to Work trip type analysis which found that 9% of all trips route along the B5066 Sandon Road, towards the Parish area.
- 5.8 The dwellings proposed as part of the current application are located further to the east, within close proximity to Sandon Road, where it is considered that this route would be even more desirable. Additionally, no internal link between the current application and wider development area has been considered, where a significant number of additional vehicle trips would use the B5066, therefore, a minimum of 9% of trips should be distributed towards the A51/Parish area.

- 5.9 Overall, it is apparent that the assessment of the transport aspects of the current application have not considered the Sandon Road corridor towards the Parish area. There are a number of concerns and sensitivities along the corridor up to and including the junction with the A51, none of which have had any consideration to date.
- 5.10 The application should be returned to committee and not progressed until a full assessment of the study area has been undertaken. Notwithstanding this, the approval is subject to a S106 agreement, which has not considered the impact of the proposals on the parish area nor designated any contributions for this area.

Appendix 1

Sandon and Burston Parish Accident Record

Sandon And Burston Parish Council Accident Record 2022 - 2024

Ref No	Date of incident/clerk informed	Location	Description
1	16/12/22	Sandon War Memorial	
2	16/12/22	A51 Hilderstone Turn	Vehicle hit from behind while waiting to turn right onto Hilderstone road.
3	16/12/22	A51 House next to castle View	Car collided with fence in front of house
4	21/12/22	A51	Collision with bridge
5	12/01/23	A51 Nr Aston Marina	<i>'Bad' Accident</i>
6	12/01/23	A51	Road Traffic Collision (same as above?)
7	26/01/23	Sandon Canal Bridge	"taken big knock, parapet badly damaged"
8	07/03/23	A51 – By speed camera Weston to Sandon direction.	Road Traffic Collision with post van resulting in the post van being written off.
9	02/03/22	A51 – Turning off A51 onto Hilderstone Road	-
10	12/04/23	A51 – Sandon Crossing outside of Mumbles	Major accident. Circa 5 cars and a lorry. Police and ambulance are on scene.
11	17/04/23	A51 – Junction near Rustic Living Shop	'BMW ended up on its roof'
12	07/05/2024	A51 – Butterfield, Burston	Car veered into property boundary demolishing part of the hawthorn hedge and knocking down two conifer trees
13	25/07/2024	A51 – Junction near Mumbles Day Nurseries	2 transit vans – police and ambulance on scene
14	03.09.24	A51 – Junction near Mumbles Day Nurseries	a vehicle went around the wrong way of the memorial narrowly missing pedestrians
15	04.09.24	Sandon Shops	The buggy vehicle from the Sandon shoot had just turned on the a51 from school Lane. The car behind then got very close to his back bumper. Then just before the shop the car decided to overtake the buggy, only to have the central reservation in his way. So, the car then drives onto the opposite side of the road at oncoming traffic to go round the central reservation and the

Sandon And Burston Parish Council Accident Record 2022 - 2024

			buggy. And only just made in back on the left side of the road in time. It would have been catastrophic. Not only to the buggy and oncoming vehicles but could have hit the village shop
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