

From: planningcomments@staffs Moorlands.gov.uk
To: [Planning Comments \(SMDC\)](#)
Subject: Comment Received from Public Access
Date: 05 January 2022 10:47:55

Application Reference No. : SMD/2021/0694 Site Address: Land at Ash Bank Road Werrington Staffordshire
Comments by: Robert Harding
From:

Oak Mount Road
Stoke-on-Trent
Werrington

Phone:

Email:

Submission: Objection

Comments: It is stated that this development is for 75 new dwellings, new access, provision of green infrastructure and all associated works.

I object to this proposal and advance that no new access is actually being proposed herein and that the access recommendations included are woeful and ill-considered. If implemented as-is, this short-sighted proposal will inevitably lead to the need to introduce further highways changes in the future.

Per the DAS section 3.8, the TA recognises that Ash bank road is busy and queues often form in rush hour; yet new access is not being proposed, rather, conjoined access with that of the existing HMP facility. This proposal as at 08/12/2021 includes no recommendations whatsoever to address the noted level of existing congestion, and is simply adding ca. 80 homes to a congested A-road.

Per the DAS section 4.2.1 access to the development from Salters lane was discounted due to expected queuing through the Ash Bank Road/Salters Lane/Washerwall lane junction causing heavy congestion. I advance that on a daily basis, traffic queues down Ash Bank to the aforementioned junction and past the proposed development. The current proposed access would therefore be subject to the same issue as the access proposal on Salters lane that was discounted.

To be clear: traffic queues up to and just past HMP every weekday morning from the Ash bank/Salters lane/washerwall lane junction. Traffic turning right into HMP often has to wait to do so and traffic begins to queue on the eastbound lane past Oak Mount Road. Conjoining access with HMP for this number of properties is likely to cause extreme congestion and prevent residents from being able to leave this new development during rush hour.

I invite the council to consider appropriate alternatives, including access onto the A52 at the most westerly point of the development site; this would provide access close to the Ash bank road/Salters lane/Washerwall lane junction and could be signalised in synchronisation with that junction (3-way). Whilst not ideal for the overall state of traffic flow, would at least prevent complete grid-lock.

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