
From: planningcomments@staffs Moorlands.gov.uk
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To: Planning Comments (SMDC)
Subject: Comment Received from Public Access

Categories:

Application Reference No. : SMD/2025/0354 Site Address: Land off Leek Road Werrington Staffordshire ST9 0DQ
Comments by: Wendy Johnson

From:

Station Road
Cheddleton
Leek
Staffordshire
St13 7ee

Phone:

Email:

Submission: Objection

Comments: Objection to SMD/2025/0354

Transport

The author of RPS Consulting Services starts their Transport Statement absolving themselves of any inaccuracies of their report.

In which case, which aspects are accurate. There is significant repetition.

There is a number of references in relation to vehicles attending the site during the 32 month construction phase to deliver equipment. What is not included is the amount of HGV vehicles used to remove waste from the site. In the surrounding area, we are now experienced of inadequate measures taken on battery energy storage systems in relation to the amount of waste needed to be removed from nearly 8 hectares of land and the disruption this causes. The site is situated on the main A520 Leek Road. The construction is to take place between daylight hours. From the transport statement, there is in excess of 9000 vehicles using that stretch of road between the hours of 0700 and 1900 per day. This is a significant amount of commuters that will be disrupted because of HGVs turning across the carriageway into the newly widened south entrance of the site. In addition, 60 staff attending the site by vehicle during rush hour. It is inadequate to say a number of times in the statement that staff car sharing will be encouraged. The report points out that construction staff will be travelling from different locations so car sharing is impractical.

The report refers to STONE ON TRENT and the A5. This is not an accurate reference to the area and puts doubt on the content.

The proposal of widening the south entrance on the A520 for the main construction traffic is not appropriate. This is in a national speed limit area of 60 m.p.h. The risk to road users is extreme on a main arterial road where construction traffic is slowing and becoming stationary to turn across oncoming traffic. At the busiest times of day,

there is already congestion at the junction of the A52 and this will add to that. There is also the route out of the site turning right out of the site with the same issue.

The proposed access in figure 2 would significantly affect the flow of traffic and cause a hazard to road users. The field entrance is flanked by hedgerows which will not survive the widening therefore affecting the visual landscape and remove wildlife habitats.

The utilisation of the current entrance for abnormal loads (lithium ion battery containers) is the most ridiculous proposal yet. This is through a working petrol station. Already, there has been two BESS fires during installation due to faulty equipment. Liverpool in 2020 and Essex in 2025. The latter one was still under construction in East Tilbury, Essex and was caused by a faulty battery cell. It took 24 hours before the fire service could hand over the site to site management after working 'tirelessly'. Shirley's transport has working petrol pumps and fuel storage. Prior to any testing, there is an unknown risk. Any risk should be avoided in this location.

The transport statement refers to no serious road traffic collisions in the vicinity. This is not true.

On 19th January 2022, an 81 year old man died when his vehicle struck a stationary tractor on Leek Road, Cellarhead.

On 27th April 2023, a 21 year old male died when his car overturned on Cellarhead Road.

On 7th May 2025, 3 people were hurt in a 2 vehicle RTA at Cellarhead crossroads.

The statement refers to a temporary compound, where is it? Is it the construction area on the plan?

The swept path analysis shows the route for Abnormal Loads turning right out of the site and left at Cellarhead traffic lights toward Ash Bank and down to Lime Kiln traffic lights to the middle of the City. There is no plan from there on. The statement clearly shows this cannot happen coming to the site because there is insufficient room to turn right from the A52 onto the A520 without mounting the footpath. So again, the abnormal loads will need to come along the A520 and turn across oncoming traffic.

I find it absurd that the author seems to believe that the impact would be negligible for 32 months of construction and that they have a safe and suitable means of access.

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