

Site Access Appraisal – Staffordshire Moorlands Local Plan Preferred Options

Werrington

MD/17345/TN01 – 18 September 2017

Introduction

1. SCP have been instructed by Mr B J Fradley to consider the potential access arrangements for the sites included within the Staffordshire Moorlands Local Plan Preferred Options (July 2017) document as Preferred Housing Allocations.
2. Two sites are included, both to the south of the A52 Ash Bank Road under reference numbers WE003 and WE052. The location of the sites is shown on the Local Plan map for Werrington, which is included at **Appendix A**. Site WE003 is allocated for approximately 50 dwellings and WE0052 is allocated for approximately 25 dwellings.

Existing Highway Conditions

3. Both sites are located to the south of Werrington and front the A52 Ash Bank Road. WE003 has two frontages on Ash Bank Road, separated by a row of houses, whilst WE0052 is a single frontage located to the rear of an existing bus lay-by for westbound services and directly opposite a row of shops and eastbound bus stop.
4. The A52 Ash Bank Road is a single carriageway subject to a speed limit of 40mph. Footways of varying width are provided but no pedestrian crossing facilities are provided in the vicinity of WE0052 or the eastern frontage of WE003 and the nearest facilities available are at the signalised crossroads junction with Washerwall Lane and Salters Lane, some 450m west of WE0052.
5. Online accident records have been viewed on the Crashmap.co.uk website in the vicinity of the sites and identifies that one serious and one slight accident have been recorded on the frontage of WE0052 and one slight accident has been recorded on the frontage of WE003.

Access – WE003 Land adjacent to Stonehouse Farm Ash Bank Road

6. WE003 has two frontages on Ash Bank Road, separated by a row of houses, the more western frontage is located immediately to the east of the signalised crossroads junction with Washerwell Lane and Salters Lane and covers a length of approximately 80m. The A52 at this point accommodates daily traffic flows of approximately 9,000 vehicles and an access on this frontage would result in queuing caused by vehicles waiting to turn right into the access. Should this queuing extend back to the signalised junction this could block other movements at the junction and cause congestion.
7. Any access along this frontage would therefore need to be positioned as far away from the signals as possible.
8. In accordance with TD42/95 of the Design Manual for Roads and Bridges, the appropriate visibility splay from any access onto the A52 would be 120m and it does not appear that this would be achievable, even at a reduced minor road distance of 2.4, if the access was to be located at the north-eastern end of the frontage to maximise the distance from the signalised junction, as the footway narrows immediately to the north-east of the site frontage.
9. This is confirmed in the Preferred Options document, which states:

“Access to the site should be from the eastern length of the frontage with Ash Bank Road. The Highway Authority advise access from the west frontage would not be supported and any access would need to provided adequate visibility splays and ensure it did not form a crossroads with Oakmount Road. A traffic assessment will be required to look at the effect of traffic from the development on Ash Bank Road.”
10. With regard to the eastern frontage of WE003, the Preferred Options document notes that the access would need to be offset from Oakmount Road and provide adequate visibility splays. This frontage is again approximately 80m long, located on the inside of the bend and it does not appear that the required 120m visibility splays would be achievable, even at a reduced minor road distance of 2.4m, regardless of where the access is located along this frontage.
11. The National Planning Policy Framework advises that decisions should take account of whether safe and suitable access to the site can be achieved for all people and it does not appear that there is a feasible access location that would meet this criteria for site reference WE003.

Access – WE052 Land to the north of HM Young Offenders Institute Ash Bank Road

12. With regard to site WE052, the Preferred Options document states that *“Access to the site will need to consider the impact on the bus stop on Ash Bank Road and ensure adequate visibility splays are provided.”*
13. The site frontage measures approximately 50m and is almost completely fronted by the existing bus lay-by, which would therefore need to be relocated if an access was to be provided.
14. The existing bus stop is ideally located to serve the residential estates served from Oak Mount Road and Johnstone Avenue and there does not appear to be a suitable position for the stop to be relocated where there is sufficient space and that would not affect the amenity of adjacent housing.
15. With regard to providing an adequate visibility splay of 120m, the footway narrows sharply immediately to the east of the site frontage and it appears that the visibility splay in the critical direction would be obstructed by the adjacent site boundary to the east.
16. There have been two accidents recorded along this site frontage, including a serious incident.
17. Therefore it does not appear feasible to provide an access to this site.

Alternative Site to the North-West of Meigh Road / Langton Court / Tregaron Court

18. Mr B J Fradley wishes to put forward an alternative site for inclusion in the Local Plan, which is located to the north-west of Werrington and is outlined in red on the location plan at **Appendix B**.
19. The proposed site meets the limit of both Langton Court to the south-west and Tregaron Court to the south-east and both these routes could be extended to provide access to the site.
20. The Staffordshire Residential Design Guide identifies a road hierarchy and associated geometric guidelines.
21. Meigh Road serves the existing residential estate between the site and Ash Bank Road and acts as a Collector Road for a number of Minor Residential Access Roads. Minor Access Roads are identified as being suitable to serve 100 dwellings as a Cul-de-Sac or 200 dwellings as when provided as a loop road and given the two points of access it is clear that a loop road arrangement could be provided for the alternative site.

22. The geometric requirements for Minor Residential Access Roads are a minimum 5m carriageway and 1.8m footways and both Langton Court and Tregaron Court meet these requirements. Mr Fradley owns the strips of land between the adopted highway and the site, which have been on licence to the adjoining properties; it is understood that these licences have now been terminated.
23. It is envisaged that the site could accommodate approximately 75 dwellings. Langton Court and Tregaron Court are suitable to serve in excess of this at up to 200 dwellings.
24. Similarly Meigh Road, as a Collector Road is suitable to serve up to 500 dwellings in line with the Residential Design Guide and it is understood that it currently serves approximately 295 dwellings. It is therefore clear that Meigh Road is suitable to serve the additional dwellings that could be accommodated with the site.
25. No accidents have been recorded on Langton Court, Tregaron Court or Meigh Road, including the junctions with the A52, during the most recent five year period available on Crashmap.co.uk covering the period 2012-2016.
26. It is therefore considered that safe and suitable access can be provided to the proposed site.
27. It should also be noted that the majority of facilities within Werrington are located to the north of the A52 Ash Bank Road, including Werrington Primary School. Sites WE003 and WE052 would both result in pedestrians (including families and children) being forced to cross the busy 40mph A52 where currently no pedestrian crossing facilities are provided away from the signalised junction with Washerwall Lane and Salters Lane.
28. Mr Fradley's proposed replacement site, being located to the north of the A52, would not require pedestrians to cross the A52 to access these facilities.

Summary

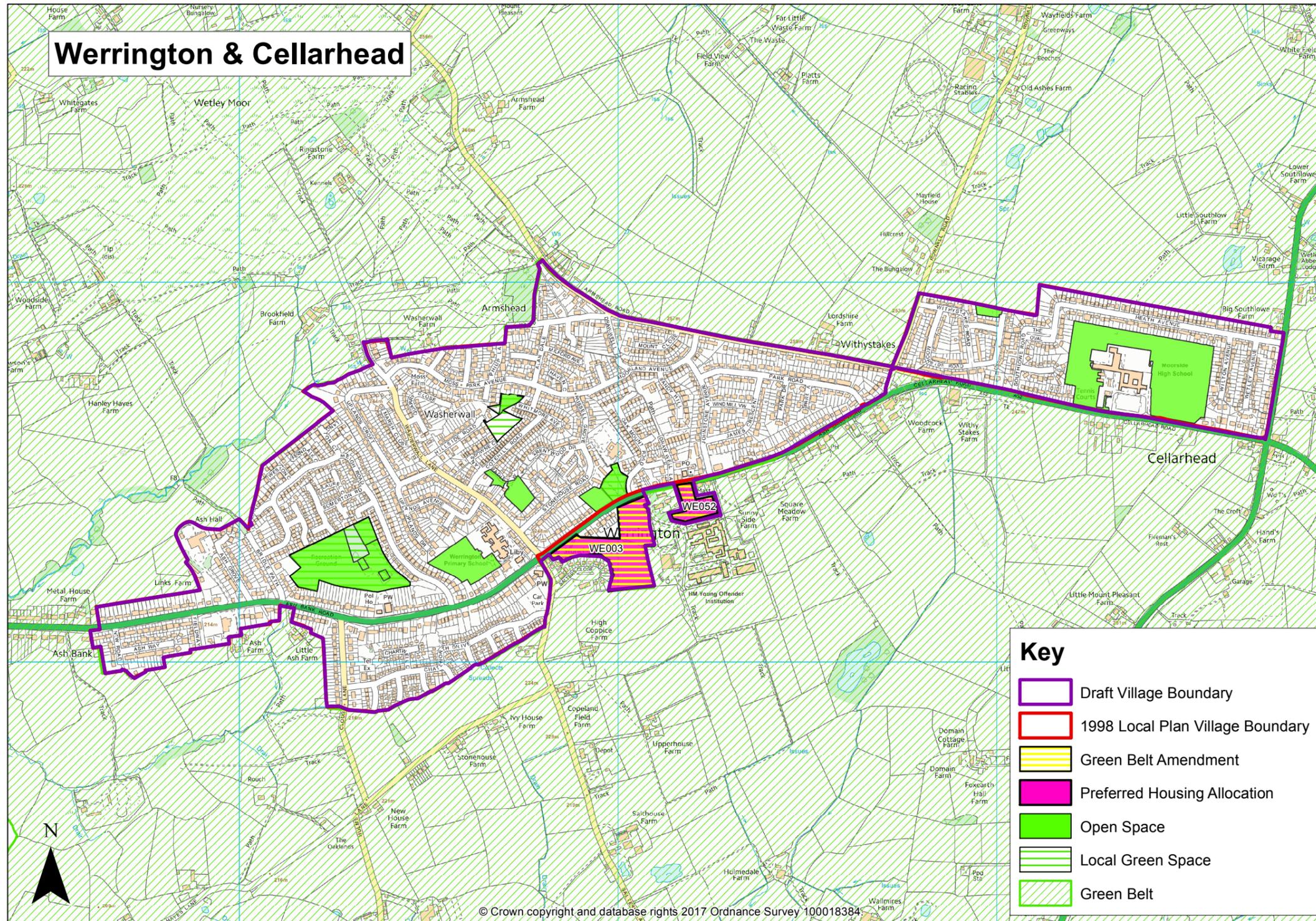
29. It does not appear that a safe access in accordance with highway design standards can be achieved to sites WE003 and WE052 which are currently included in the Local Plan Preferred Options document. These sites would not therefore be deliverable.
30. A replacement site is being put forward by Mr. Fradley, which would:
 - Provide a similar number of units of the two current preferred sites combined
 - Be able to gain suitable access via the existing road network and;

- Provide better access to local facilities, without the need to cross the 40mph A52 Ash Bank Road.

31. It is therefore considered that the replacement site is more suitable for inclusion in the Local Plan than the currently Preferred Options.

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APPENDIX A



Map A4.11 Werrington and Cellarhead

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APPENDIX B

