

RE APPLICATION 24/2497C MORLEYS DEVELOPMENT.

I welcome this development; this an opportunity to create a real community asset. Along with the multimodal link this will establish HIGHTOWN / MOSSLEY in every sense as a COMMUNITY HUB.

MORLEY DRIVE runs alongside my house and in that sense I'm in a unique position to comment. It runs directly under my kitchen window; I've seen it all. Unfortunately, the map submitted in the Application stops short of Morley Drive and in my view, this may be open to misinterpretation and to quantify, referring to the '*existing access arrangements*', as being somehow satisfactory; the access falls well short of acceptable. This a private unadopted lane.

- THERE IS NO RISK ASSESSMENT FOR ACCESS AND EGRESS IN THE APPLICATION

In the fifty years we've lived here, our boundary wall has been demolished once, and the front wall extensively damaged twice. Shortly before we moved in the garage was partially demolished by a HGV. We found a car precariously balanced on top of the wall outside my garage. Please see TRANSPORT RISK ASSESSMENT which is posted as a separate representation.

MORLEY DRIVE is narrow, no pedestrian segregation with several concealed entrances. When we moved to Congleton, fifty years ago, Deeds reveal a Covenant, that we would be '*liable for a rateable share of the upkeep*'. During the conveyancing process however, searches further revealed an undertaking between the former Congleton Municipal Borough and if I recall, Morley Daniels, whereby it was agreed that Nestles Drive would be renamed Morley Drive and in return the upkeep would be undertaken by Morley Daniels. That was all part and parcel of the CPO when the railway flyover was constructed. For fifty years I've cleared leaves, weeds and snow which brings me to my next point.

MAINTENANCE

It remains the case that Morley Drive is a Private Unadopted Right of Way, but I see no mention anywhere in the Application as to who will be responsible for ongoing maintenance and upkeep. Morley Drive floods on a regular basis, wall to wall; on one occasion raw sewage appeared!

- I SEEK AN UNDERTAKING THAT A CONDITION OF ANY CONSENT WILL APPLY; THAT MORLEY DRIVE WILL, IN PERPETUITY, BE MAINTAINED BY THE DEVELOPER AS AN EXPRESS CONDITION OF ANY CONSENT?

SPEED

My principal concern was and still is speeding and I refer to TOTAL TRAFFIC SURVEY which is posted separately. Cars and light commercials pass at excessive speed. Cars have been recorded at just short of 30MPH at a point where the lane is less than four metres wide. This is clearest indication of how drivers see fit to conduct their

vehicles; speed they believe to be appropriate. This is an accurate reflection of how traffic from the development will approach the situation.

- MORLEY DRIVE NEEDS A 10MPH SPEED LIMIT WITH CLEAR SIGNAGE.

PEDESTRIANS.

Morley Drive will provide an ideal route for pedestrian access to the shops and clearly there's going to be a marked increase in footfall. Easy access to the post office, convenience store, hardware store, baker, chip shop, hairdresser, pub and chemist; what's not to like? It's got everything, but considering the age profile of the area in general, it's likely some will be elderly and perhaps less able, some may have hearing issues. There's Disability scooters, and wheel chairs to consider, children, baby buggies, cyclists drawing from all points East. People who for whatever reason may be more vulnerable.

I quote from the Application: *'Supporting the priority of pedestrians at the top of the road user hierarchy'*. I'd go further.

- MORLEY DRIVE SHOULD BE CATEGORISED AS PEDESTRIAN PRIORITY WITH CLEAR SIGNAGE TO THAT EFFECT.

ACCESS AND EGRESS

The entrance to Morley Drive is directly opposite the shops described above, a layby and Sheldon Avenue. A short distance to the right is Cross Lane. Frequent HGV movements between Oakes Mill and their Operating Base. This is a complex traffic situation. The layby, Sheldon Avenue and Morley Drive are regularly used as a turning circle; daily, vehicles perform 'U' turns with varying degrees of competence. There is considerable traffic associated with the shops. On exit, traffic approaches from your left at speed, and visibility to the right is limited.

The REFERENCE TO ACCIDENTS is fundamentally flawed, 'no record of accidents' is precisely that, no record; and that says it all. We've lived here for fifty years and there have been countless incidents, many relatively minor, but with one fatality directly opposite our house. Never a day goes by without horns being blasted.

CANAL BRIDGE 74

Fifty years ago, the bridge bore a sign 3 TON WEIGHT RESTRICTION. Technically I believe that is still the case, but over the years that has been overlooked. On that point I refer to the REPRESENTATION FROM CANAL AND RIVER TRUST.

One wall on the bridge became so extensively damaged, that it had to be completely dismantled and re-built. This is a Grade 2 listed building. The road surface is substantially deformed and one section of supporting wall has a significant bulge with a corresponding depression in the road surface. The Applicant states 'All HGVs will be removed from Morley Drive as a result of the whole site redevelopment'

- A CONDITION OF ANY CONSENT TO INCLUDE A WEIGHT RESTRICTION INTRODUCED FOR THE ENTIRE LENGTH OF MORLEY DRIVE, AN ABSOLUTE GUARANTEE THAT ALL HGV INCLUDING ALL CONSTRUCTION TRAFFIC WILL BE PROHIBITED. A CONDITION THAT'S ENFORCEABLE.

SCP TRANSPORT ASSESSMENT Clause 5.13 States '*no service vehicles will use the canal bridge*'.

- AND THAT TO BE A CONDITION OF ANY CONSENT WITH A GUARANTEE THAT WILL NEVER CHANGE.

RAT RUN

It's only a matter of time before Henshall Hall residents find ways to access Morley Drive as convenient alternative vehicular access; that will open floodgates.

- I SEEK AN ABSOLUTE GUARANTEE THERE WILL BE NO VEHICULAR ACCESS TO AND FROM HENSHALL ESTATE; A CONDITION OF ANY CONSENT WHICH INCIDENTALLY WAS SPECIFIC CONDITION ORIGINALLY APPLYING TO HH ESTATE.
- MORLEY DRIVE. To quote the Applicant '*Providing significant betterment to existing residents along Morley Drive*'. That's only going to be a true statement if speed can be effectively controlled and HGV excluded.

TRAFFIC

It's worth noting the previous business failed, a major factor given was lack of available staff. Staff had to travel long distances. Considering the Care Home, the same is certain to apply. Three shifts, staff travelling when public transport may not be available. That's all traffic and I see the projected traffic figures submitted as being hopelessly optimistic.