HOW Planning LLP

40 Peter Street
Manchester M2 5GP
0161 835 1333
howplanning.com

Your Ref:
Our Ref: JS/SS/796D

17 June 2016

Jane Curley
Staffordshire Moorlands District Council
Moorlands House
Stockwell Street
Leek
Staffordshire
St13 6HQ

Dear Jane

PLANNING APPLICATION PROPOSING A VEHICULAR ACCESS AT MONEYSTONE PARK, WHISTON

HOW Planning has been instructed by Laver Leisure (Oakamoor) Ltd to submit a full planning application for a "no right turn" vehicular access onto Eaves Lane at Moneystone Park, Whiston. A separate planning application for a high quality leisure development at the site (re-submission of planning application SMD/2014/0682) has also been re-submitted to the Council.

This access only planning application is submitted in full detail and proposes "*the formation of a no right turn vehicular access onto Eaves Lane at Moneystone Park, Whiston".* It is made without prejudice to Laver Leisure's ongoing appeal in connection with the Council's decision to refuse planning application SMD/2014/0682.

The planning application is accompanied by a suite of supporting documents which has been agreed with Officers during pre-application discussions. Supporting plans and documents submitted with the planning application are listed in full below. As agreed, 1 hard copy and 1 CD containing an electronic submission of the planning application have been provided.

- Completed Application Forms;
- Completed Certificate of Ownership B;
- A cheque for the requisite application fee of £195.00;
- Application drawings prepared by Royal Haskoning including:
  - Red Line Boundary Plan (drawing ref. PB1608 / SK010 Rev A);
  - Topographical Survey (drawing ref. PB5196-0101 Rev A);
  - Proposed Pavement and Verge Details (drawing ref. PB5196-0700 Rev A);
  - Proposed Kerb Details (drawing ref. PB5196-1100 Rev A);
  - General Arrangement (drawing ref. PB5196-0100 Rev A);
  - Longitudinal Sections (drawing ref. PB5196-0120 Rev A);
  - Site Clearance (drawing ref. PB5196-0200 Rev A); and
  - Proposed Road Markings and Signage (drawing ref. PB5196-1200 Rev A).
- Transport Statement prepared by Royal Haskoning (June 2016);

Planning and Environmental Advisers

Partners:
Gary Halman BSc FRICS MRTPI
Richard Woodford BA (Hons) BSc BTP MRICS MRTPI
Jon Suckley MTCP (Hons) MRTPI
Richard Barton BSc (Hons) MA MRTPI
Fiona Woodford
Julie Halman

Associates:
Daniel Brown BA DipTP MRTPI
Keith Jones BA (Hons) MSc MRTPI
Chris Peacock BSc MA CEnv MIEMA
Conor Vallelly MTCP MRTPI

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- Ecology Statement prepared by Bowland Ecology Ltd (June 2016); and
- Design and Access Statement (provided in this letter below) prepared by HOW Planning (June 2016).

Design and Access Statement

This Design and Access Statement has been prepared by HOW Planning in support of this full planning application and provides details relating to access, layout, landscaping, appearance and scale of the proposed development.

Access

The Council refused application SMD/2014/0682 on four grounds relating to highways, landscape, heritage and planning balance. It is the position of Laver Leisure, that the original leisure proposals are in accordance with the development plan and therefore represent sustainable development. Nevertheless, Laver Leisure have sought to accommodate the concerns of the Planning Committee and this planning application is submitted to address the highways reason for refusal and specifically seeks to reduce the amount of traffic that would use Carr Bank.

The no right turn access would prevent visitors exiting the development to turn right onto Eaves Lane which leads on to Carr Bank. The junction design would require the visitors exiting the development to turn left and encourage onward travel to destinations such as Alton Towers via the A52.

The Transport Statement which accompanies this planning application concludes that the proposal would be an improvement to the existing Moneystone Quarry site access and would prevent vehicles turning right out of the site onto Eaves Lane and Carr Bank. It states that the application proposals are acceptable in highway and traffic terms.

Layout

The layout of the proposed access is shown on the General Arrangement Plan and the Proposed Road Markings and Signage Plan submitted in support of the application. The application includes the provision of a traffic island with widening of the existing bellmouth of the junction. The shape of the traffic island would physically prevent traffic turning right out of the site. The junction has been designed for a 16.5m maximum legal articulated vehicle to turn right into and left out of the site to ensure that the largest vehicle size can access the site. The access road would be 5.5m wide, with an 18m junction radius on the left side and 10m junction radius on the right side.

Appearance

In addition to the above, the Pavement and Verge Details Plan shows the materials that the access would be constructed from. In particular, the island would be constructed from bitumen macadam. The Proposed Road Markings and Signage Plan shows how the junction would be laid out and includes details of proposed signage which would be implemented.

Landscaping

The Pavement and Verge Details Plan and the Site Clearance Plan shows the extent of widening which is required and the location of landscaping which will be in the form of topsoil seeded with grass.

Scale

The Longitudinal Sections Plan shows the proposed ground profile as well as the existing ground profile. The proposed junction requires minimal planning off of the existing carriageway.

Summary

In summary, this full application has been made without prejudice to Laver Leisure's ongoing appeal against the Council's decision to refuse planning application SMD/2014/0682. Nevertheless, Laver Leisure have sought to accommodate the concerns of the Planning Committee and this planning application is submitted to address the highways reason for refusal and specifically seeks to reduce the amount of traffic that would use Carr Bank. The planning application is acceptable in planning and highways terms and it is respectfully requested that the Council grants planning permission without delay.

I trust the above is in order and should you require any further information or wish to discuss, then please do not hesitate to contact me.

Yours sincerely

Jon Suckley
Partner
Direct Dial: 0161 831 5878
Mobile: 07958 565 409
Email: jon.suckley@howplanning.com

Enc: Application Submission

cc: Pete Swallow – Laver Leisure
Paul Tucker QC – Kings Chambers