Burnett, James

From: Planning Comments (SMDC)
Subject: FW: Comment Received from Public Access

-----Original Message-----
From: planningcomments@staffsmoorlands.gov.uk [mailto:planningcomments@staffsmoorlands.gov.uk]
Sent: Tuesday, May 23, 2017 11:42 AM
To: Planning Comments (SMDC)
Subject: Comment Received from Public Access

Application Reference No. : SMD/2017/0199
Site Address: Land Adjacent The Cross MAIN ROAD HOLLINGTON STAFFORDSHIRE
Comments by: R&M Swanwick
From:
The School House School Bank
Hollington
Hollington
Stoke on Trent
Staffordshire
ST10 4HH
Submission: Objection
Comments: The School House School Bank

Hollington

Re SMDC/2017/0199

Hollington is a linear working village in the moorlands, stone being the predominant building material, with dry stone walls and green spaces. Recently two applications within the village have been refused on appeal on the grounds of sustainability which set a precedent for this application. See Inspectors Report

The application is outside of the draft Development boundary identified in the Local Plan 2016

There are no footpaths within the main village of Hollington. A high volume of traffic is generated by JCB & Denstone/Abbotsholme schools. It is anticipated that developments in the surrounding areas will further increase the volume and speed of traffic. e.g the JCB Golf Course and work on the A50 Growth Corridor. A recent speedwatch survey in the village identified a traffic flow 0f 166 cars in an hour of which around 17% were exceeding the 30 mph limit.

In the past access between the Red Barn and College View has been refused on grounds of safety. The access to the Cross (where the proposed footpath is shown) was created by the current owners by removing post and rail fencing, I am not sure as to whether planning permission was applied for.

Although, the proposed development would provide much needed car parking for the church - that would be periodic and workable if managed by warning signs when the church parking is in use - However this road is a hazardous stretch of single track with passing places and no pavements. Large farm machinery, buses and Lorries negotiate and block the road on an ongoing basis. The impact of four dwellings and subsequently 8 to 12 vehicles + visitors/service vehicles onto an existing hazardous stretch of road leading to a bottle neck on the T junction of the Cross, is unacceptable . Furthermore there is the possibility that any road widening would increase traffic speed and increase risk

Therefore we are not in favour of this development