

From: planningcomments@staffs Moorlands.gov.uk
To: [Planning Comments \(SMDC\)](#)
Subject: Comment Received from Public Access
Date: 26 September 2018 11:52:06

Application Reference No. : SMD/2018/0549
Site Address: Land West Of Sutherland Road Longsdon Staffordshire
Comments by: Sarah Krahenbuhl
From:

Park Lane
Wall Grange
Cheddleton

Phone:

Email:

Submission: Objection

Comments: I wish to submit my objection the proposed plans for the amenity block. My objections can be formulated in 4 inter-related areas ; the block application itself, the purpose to which the block is proposed i.e. the opening of a caravan site, the factual inaccuracies in the Sammons planning, design, and access statement, and the lack of due process of the application.

1. The proposed block application

Section 9 ; parking is ;relevant; to this proposal as the intended purpose is a caravan site. The nature of the surrounding steep and narrow roads, and blind access due to the adjacent railway bridge make access to the field and back on to the road extremely hazardous. There have already been numerous accidents in the location.

Section 10 ; the trees and hedges are ;important as part of the local landscape character; ; in contrast to ;no; as stated on the form. The trees and hedges, indeed the open field space character of the location, would be destroyed by the block and caravan site.

Section 11 ; the block, the site, and the adjacent field are all prone to flooding and therefore an unsuitable location.

Section 12 ; in contrast to the ;no; on the application the block will have an adverse impact (particularly through noise and light pollution, and potential contamination following flooding) on wildlife. Specifically, directly adjacent to the location is a tributary from Deep Hayes that is used by herons and kingfishers. The location is part of the natterjack toad migration. All of these are protected species.

Section 13 ; disposal of sewage, and waste water from the shower/washing facilities is stated to be ;unknown;. The location has no access to mains sewage disposal, and is surrounded on 3 sides by canal, tributary, and Endon Brook so this is a matter of great concern. The high watertable and proneness to flooding make the location unsuitable. No information is provided regarding utilities ; water, electricity, sewage.

2. The proposed caravan site

▪ The location is currently part of the green belt adjacent to the Caldon canal towpath (which is in the conservation area), opposite Deep Hayes country park, visible from the Leek arm of the Caldon canal and in an open flood plain of agricultural land. With the exception of Station House (built in the late 1800s) there are no other buildings between Denford Road, Chedale Road and Leekbrook. To build would entirely destroy the character of this location.

▪ The location is unsuitable for caravans due to the hazardous access.

▪ Whilst the application mentions 5 caravans the adjacent field and scope of the block would suggest that there is an intention to have a much larger number of caravans thus compounding the issues already raised.

3. Sammons statement

The Sammons statement is factually incorrect and highly disingenuous & below is a selection of issues noted.

▪ The location is sited off Park Lane NOT Sutherland Road.

▪ Section 1.2 states & provides justification for approval of the proposed development primarily on the basis that the scheme would constitute appropriate development for small scale facilities within the Green Belt without any harm to its openness or visual amenity. Furthermore the proposed development would not be prejudicial to the reasonable enjoyment of any of the surrounding residential dwellings or neighbouring land uses, nor would it be detrimental to highway safety or raise any issues with regards to biodiversity and flooding. & BUT it fails to mention the purpose i.e. the caravan site which would fundamentally change the character of the location, the site does create an impact that is detrimental not only to the residents in Wall Grange but also to residents of Longsdon, to visitors to Deep Hayes, anyone using the towpaths, would be a source of noise, light, and contamination pollution, is in a highly hazardous access location, and is at risk of flooding.

▪ Section 6.5 states & Sutherland Road in this location is characterised by a mix of housing types and sizes. The application site makes a very limited contribution to the openness of the Green Belt at this point due to its topography and screening. & BUT the development is NOT on Sutherland Road, nor in an area characterised by a mix of housing types and size. It is off Park Lane, open farmland in the flood plain adjacent to Deep Hayes Country Park and within the boundaries of the Churnet Valley. Therefore the subsequent statement in section 6.6 & there would be no material harm to the visual amenity of the Green Belt & is incorrect.

▪ Section 6.9 & incorrect & there are existing facilities in local rural areas & within Cheddleton alone there is Glencote Caravan Park, Cheddleton Flint Mill, Little Brookhouse Farm that all have caravan provision.

▪ Sections 6.14 and 6.15 regarding highways access state & safe and suitable access to the site & Incorrect - The proposed Access to the site would be at the same location (blind spot due to location at the apex of the railway/canal bridge) where there have been numerous accidents (latest accident 7th May 2018 in which a motorcyclist sustained multiple injuries after a collision and the air ambulance was in attendance). Pedestrians and cyclist cross the road which is without pavements to access Deep Hayes Country Park or the canal tow path. Park lane is a single track road with length and weight restrictions and limited passing places that would be unsuitable for vehicles towing caravans. The access from Park Lane is very steep (1:10 gradient), see Topographical Survey, attached to 2015 Flood Risk Assessment, Appendix B. Vehicles turning into or particularly out of the proposed site would need to execute a tight turn typically without the benefits of the raised vantage point.

▪ Section 6.16 states & The proposed development would not by virtue of its intended use and the intervening distance between it and noise sensitive receptors harm the amenities of residents through loss of privacy, noise or disturbance &. Incorrect - The traffic issues raised above, the noise associated with a caravan site and the change to the nature of a dark, quiet valley will clearly harm the amenities of the occupiers of dwellings nearby as well as to the residents of Longsdon, visitors to area etc.

▪ Section 6.19 states that the flood risk is acceptable & there appears to be contradictory conclusions within the flood risk and water documentation.

4. Application process

▪ To date (Wednesday September 26th 2018 there have been no yellow planning notices & with the current October 10th deadline for public comments this does not allow the required 3 weeks

▪ None of the residents adjacent to the proposal have had any communication regarding the proposal

