

Application Reference No. : SMD/2021/0565 Site Address: Land Adj The Bungalow High Street
Kingsley Staffordshire Comments by: G Mason

From:

42

High Street

Kingsley

Stoke on Trent

Staffordshire

ST10 2AE

Submission: Objection

Comments: To whom it may concern

I would like to object to the planned four bedroom property for the land adjacent High Street Kingsley, and also request a site meeting with the residents of the surrounding houses, to better assess the impact and damage the said development could cause.

My reasons for objecting are as follows:

The lane which serves as a driveway to the proposed development and three other properties is insufficient to cope with the building of another residence.

Even without the current development there are already up to seven vehicles using the narrow lane, and the cynical placement of fences around the development site has meant (despite requests for these fences to be moved) that cars cannot pass each other, and that unless some of the drives happen to be vacated, it is impossible to turn a car around on the lane. This has forced dangerous reversing either up or down a muddy slope onto a very busy highway. Due to parking issues in the direct vicinity, emerging from this lane is often blind, and is of great concern.

The drawing 144-2b does little to convince me that were this development to go ahead, there would be sufficient room for even an average size car to turn around if all the spaces were in use (as is often the case presently) let alone larger vehicles. The two proposed spaces south of the property would have been an ideal passing place to allow all residents to be able to use the lane safely.

There is not room to turn any large vehicles/HGVs/vehicles with trailers which would be needed during construction on this lane, and already in the preparation of this site for building we have seen multiple dangerous reverses both up and down, with large vehicles sometimes having to mount pavements on the A52 to get the correct angle to turn in. There have also been vehicles simply too large to make it round the tight corner and into the small entrance of the lane, which have then spent long periods of time parked on the double yellow lines just outside the site entrance, causing traffic buildups.

The weight of these large vehicles has also put pressure on the drain at the site mouth and the old well just under the road, cutting off the electricity to the Wesleyan Chapel.

The mouth of the lane crosses a very narrow footpath adjacent to the A52 which emerges from behind a retaining wall immediately into the path of any vehicles using the lane, giving no warning or visibility of pedestrians crossing said mouth. This is a busy path and is used everyday by a large portion (perhaps 30-40) of the local school's children who would not necessarily know to stop for this entrance as there is no break in the path. With lorries and cars currently (and possibly permanently) being forced to reverse down this lane with no visibility, and especially in slippery winter conditions, I fear this is a very serious accident waiting to happen.

As I briefly mentioned above, to compound all these issues there are almost constantly cars parked directly at the mouth of the lane on the single yellow line to the left. Although only allowed between 6pm and 8am, wider parking issues in the village have become a lot worse in the last couple of years due to an increase in cars and the shutting of the village hall car park and this has led to people having to park on the road outside of allotted hours.

These parked cars and the aforementioned retaining wall mean there is no visibility up the road to see oncoming traffic. This is on a road which has seen an increase in traffic in recent years and is now used by hundreds of vehicles per hour, and is directly lined with houses where an accident could be catastrophic to drivers, pedestrians and property. It is completely unsuitable for facilitating a development and having a heightened frequency of vehicles, especially large construction vehicles which could not turn around and will have to emerge blindly, and perhaps even reverse into this road.

There is also a disability badge holder who can park on the double yellow lines to the other side of the lane for periods during the day to access their house. This causes further limited visibility in the opposite direction.

This lane runs adjacent to properties which have no foundations and heavy construction vehicles using the lane could cause significant damage if it is weakened/dug out.

There is an issue with drainage from the site, which has been dug out to reveal sandstone. At present, any rainfall can run off and cascade down the muddy lane, making it even more dangerous for vehicles who are already hampered by the above points.

Any change to the level or gradient of the lane during the process of building and supplying drainage/facilities to the development would prevent access to my parking space at the side of number 42 - this must not be allowed to happen. We have two very young children and any alternative parking during the day would mean walking young children a considerable distance along a busy road where HGVs mount the pavement to pass to get to our car, and this would make leaving our house extremely difficult.

The proposed plan is out of keeping with the setting and adjacent houses, being surrounded by buildings which are all hundreds of years old. A modern luxury four bedroom development is inconsistent with both the lane and affected portion of the High street, and also may have a negative impact on the grade II listed building which shares the access lane (The Old Smithy). It will negatively impact on the appearance and character of the area. The development will not only alter the appearance and character of the area from the road, but also to a great extent from public footpath 8.

The building will be overbearing on the property number 44 which has a conservatory and windows which are directly overlooked by the potential development, and will greatly encroach on the homeowners privacy.

The stipulation of having 4.2 metres at the access has not been met, According to the drawing 144-2b the entrance which will be created is either using public land or encroaching on Number 42's

boundary, which is plain to see with a visit to the site. How the outline planning ever got passed, missing this fundamental oversight seems bizarre unless the public pavement itself counts as the site entrance width.

If this development is passed, I would like to request conditions guaranteeing existing users of the lane (40, 42 and 44) the ability to turn vehicles at all times, and protect our access rights. The right of access must be respected at all points during the build. Also a condition which guarantees the level and gradient of the lane is maintained to prevent negative effects in the ability to access my parking space, and to stop any damage to old buildings with lack of foundations.

With Thanks

G Mason
