

From: planningcomments@staffs Moorlands.gov.uk
To: [Planning Comments \(SMDC\)](#)
Subject: Comment Received from Public Access
Date: 04 January 2022 19:35:22

Application Reference No. : SMD/2021/0784 Site Address: Land East Of Sugar Street Rushton Spencer
Staffordshire Comments by: J Hudson

From:

Hillcrest Alley Lane,
off Sugar Street
Rushton Spencer
MACCLESFIELD
Staffordshire
SK11 0SE

Phone:

Email:

Submission: Not Object

Comments: Main Concerns:

Road Safety. The amount of additional traffic this site will cause is a concern. Rushton Spencer has no viable public transport that would enable commuting to and from a place of work. Additionally, there are no shops, doctors, dentist and consequently anyone living in the village needs their own transport. As the proposed development is likely to be occupied by families, once any children were over 17 years they will also, most likely, have their own vehicle, meaning the possibility of 3, 4 or more vehicles per property. So, a possible extra 16 vehicles, in addition to the vehicles from the 9 part-built dwellings on the opposite side of Sugar St., which could possibly be up to 36 vehicles. As online shopping is now commonplace each of the houses would generate even more traffic by delivery vans from the numerous courier companies. The requirement for alteration/improvement to the junction of the Old Leek Road/A523 to enable 'traffic calming' was recognised when approval was granted for the construction of 9 dwellings at the part-built development and this has not been carried out. With a possible additional 50+ vehicles trying to exit Sugar Street onto the Old Leek Road this improvement must be carried out before any further planning applications are approved.

Road Safety. Whilst a portion of the site has been allocated as a community car park space, unless this is followed up with some form of parking restriction on Sugar Street the on-road parking is likely to continue, especially during school pick up/drop off times.

Road Safety. Alley Lane runs along the edge of the development. Entering and exiting Alley Lane is already extremely difficult, since there is zero visibility from either direction plus the junction is extremely narrow. If the development goes ahead, this issue could be improved if the developers would agree to utilise land between the community parking and Alley Lane to enable the junction to be widened. This would enable vans/emergency service vehicles to enter and leave Alley Lane more easily.

If the development is approved, conditions should be applied to ensure no 'watering down' of the type of materials, landscaping etc to ensure it blends in with the village environment.

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