

From: planningcomments@staffs Moorlands.gov.uk
To: [Planning Comments \(SMDC\)](#)
Subject: Comment Received from Public Access
Date: 02 April 2022 17:37:28

Application Reference No. : SMD/2022/0076 Site Address: Land Off Bemersley Road Brown Edge
Staffordshire Comments by: Mr D McGrath

From:
25
Overland Drive
Brown Edge
Stoke On Trent
Staffordshire
ST6 8RF
Phone:
Email:
Submission: Objection
Comments:

We select a location where confusion will reign as it is on the border of two Planning Authorities and most of the issues concerning the Public will not in some ways concern the main Authority. (I hope I am wrong). The site is going to be roughly the size of four plus Football pitches.

The Transport statement concerning the route vehicles up to 16.5m. suggests to me no actual evidence of travelling the route to evaluate. It states the HGV's will travel along the A53 turning left into Norton Lane. This would first of all be almost impossible for vehicles of that size and then it would be travelling along a narrow Lane. I have researched this by using various On line route finders for HGV's and on every occasion anything above 7.5t was not shown that route. I also note the Traffic survey which was carried out, I apologies if I am wrong but was Norton Lane in places closed for Road works during that period.

The site is linked to Ball Green only via Bemersley Road which is just about wide enough for two cars to pass, has no footway and is edged with hedgerows making it appear unsafe for walking. This was a description of the present road given by SMDC when refusing a Planning Application in 2018, and reiterated by Andrew McGlone Appeal Inspector who described Bemersley road as fairly narrow. nothing as far as the road has changed since then.

I drive along Norton Lane and Bemersley on average twice a week the road is littered with unmarked damaged Speed Breakers I am sure the Residents will soon be frustrated by the HGV's crashing over them. I do not reside on this road or near it. I also note from one Coal/Mining report that vehicles had to be towed from the field as it is so wet whilst trying to carry out their survey a strip of concrete will not prevent all the mud being driven back onto the road. They also suggest work should stop if there is rain and allow down time has this been allowed for in the 36 weeks for completion.

1. The very special circumstances as required by the National Planning Policy Framework (NPPF) paragraph 147 for the development in the Green Belt ARE NOT MET by this application:

a. There are already Brownfield sites that have been identified particularly in the village of Ball Green, one just 850 metres away from this site. This is absolute evidence that there are no special circumstances to allow this development to proceed on Green Belt.

b. As the NPPF clearly states at paragraph 151 'When located in the Green Belt, elements of many renewable energy projects will comprise inappropriate development. In such cases developers will need to demonstrate very special circumstances if projects are to proceed'. With other sites available in the immediate location there are no special circumstances for this to proceed.

c. The storage of electricity which is taken from the National Grid and then sold back to the National Grid is not increasing the production of energy from renewable sources.

Mr D. McGrath

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