

details that are listed within said section would definitely occur if construction went ahead and were not subject to change. These details include "120314-04 Rev C – Suggested Roundabout Arrangement", "120314-06 Rev A– Cresswell Road Footway and Localised Highway Widening" and "120314-08 Rev B – Suggested Roundabout Arrangement". The variation SMD/2021/0829 explicitly removes these highway elements from the plan.

Of specific note is the omission of any information pertaining to the locally infamous "pinch point" on Cresswell Lane, located at the approximate coordinates 52.951995, -2.037017, for which "Highway Widening" has been described by the Staffordshire County Council (SCC) Highways officer Simon Hawe in his letter, dated 11/02/2022, as "still required and should not be removed as part of this proposal".

It is not clear whether the changes that are being proposed are based upon existing traffic modelling, from the original submission, or whether they have been updated. The volume of traffic through the hamlet of Cresswell and surrounding villages has been observed to grow considerably over the period between 2016 and present; with anecdotal evidence suggesting a significant disparity between local parish vehicle counting and the original report. The stretch of road through Cresswell has seen multiple terrible traffic incidents including the tragic death of a child in 2004, a formative period for many young adult residents in the area. The original plans were sold to the community as necessary improvements to public safety and, as already discussed, were believed to be unquestionably part of any construction. The removal of the roundabouts, change in location for the access road and the neglect to represent the widening of the highway have caused alarm and distress to residents who are now faced with the prospect of negotiating busy junctions, which will be further saturated with industrial traffic and residential traffic for 168 new dwellings, when trying to access their own premises.

Precedent is very important; if the developer is permitted to undermine the original obligations outlined in Section 4, parts of the planning that received very public scrutiny given the emotive history of Sandon Road, and for which there is already public money allocated how can residents reasonably be expected to trust that the developer will not make further attempts to erode the other requirements which were made in the interests of public safety?

Sections 19 through 23 of the "Grant of Outline Planning Permission" detail investigation and remediation works required due to contamination.

Blythe Park, and indeed the hamlet of Cresswell as a whole, has a fascinating and storied history. Cresswell became home to approximately 350 soldiers of the United States Army 104th Chemical Company on the 29/11/1943 in what was known as the "Bolero Camp". During their time in Cresswell, they were joined by other units representing the disciplines of "Chemical Impregnation", "Chemical Laboratory" and "Chemical Processing". Their work is, perhaps understandably, largely unreported however is thought to have included the development of uniforms which would be capable of withstanding attacks by mustard gas. They occupied the site established by Blythe Colours, a business that was in the area from 1870 until the 1990s when it merged with Cookson's before the land was sold, which itself was a known polluter. In the production of certain dyes and colours, chemicals that are known to be dangerous to human health were used, evidence supports the use of Cadmium, Lead and Uranium Oxide at the site.