
From: planningcomments@staffs Moorlands.gov.uk
Sent: 26 July 2022 18:03
To: Planning Comments (SMDC)
Subject: Comment Received from Public Access

Application Reference No. : SMD/2022/0275 Site Address: Land At Blythe Park Sandon Road Cresswell Staffordshire
Comments by: Barry & Ann Berks

From:

1
Sandon Close
Cresswell
Stoke-on-Trent
Staffordshire
ST119RL

Phone:

Email:

Submission: Objection

Comments: PLANNING APPLICATION SMD/2022/0275 & HILL HELICOPTERS - BLYTHE PARK, CRESSWELL

I have major concerns regarding this planning application.

An application of this size and magnitude should be the subject of a totally new planning application, not sneaked through on the back of a Discharge of Reserved Matters Application. The establishment of a large aviation activity, on a Greenfield site, is way beyond the parameters of a Discharge of Reserved Matters Application, and I would consider this application to be invalid. On this basis alone, it should be rejected.

This application should NOT be subject to a delegated decision. The potential planning consequences are so major and controversial that they must merit full and formal consideration by the full Planning Committee and subject to final ratification by the full Staffordshire Moorlands Borough Council.

The creation of an industrial and commercial aviation operation would also need to be sanctioned and licensed by the Civil Aviation Authority. Have they even been consulted?

A helicopter factory on this totally unsuitable site would create the following unacceptable intrusions into the lives of the residents in the hamlets of Cresswell and Draycott:

- ¿ Noise pollution
- ¿ Invasion of privacy (helicopters flying over our homes)
- ¿ Risk of vibration
- ¿ Health and safety risk to all our houses from a helicopter crashing

- ¿ An ¿initial¿ 250 aircraft per year each with:
 - o 10 departures / arrivals for testing ¿ 2500 extremely noisy take-offs and landings
 - o 10 take-offs / landings for pilot training ¿ another 2500 extremely noisy takes offs and landings
 - o So, in total some 5000 take offs and landings
 - o Currently there are none.
- ¿ If built, production could QUADRUPE to 1000 aircraft per year, so this would equate to:
 - o 10000 take-offs and landings for testing
 - o 10000 take-offs and landings for pilot training,
 - o A total of 20,000 flights if this was ever allowed to be built
- ¿ Huge increase in the volume of traffic using a narrow country lane through Cresswell
- ¿ High numbers of HGV deliveries along a narrow unsuitable country lane
- ¿ Large volumes of highly flammable fuel being transported to the site
- ¿ Large volumes of highly flammable fuel to be stored on site
- ¿ Air pollution because of noisy helicopters taking off, flying and landing over and near to our homes

I am extremely concerned about the noise levels and invasion of privacy. Helicopters are extremely noisy and produce severe vibration, especially during the take-off and landing procedures where maximum power must be used. The noise level of a helicopter at 500 feet is around 87 decibels. This figure is considerably increased during take-off and landing when maximum power is needed. For comparison, traffic noise can range between 45 to 70 decibels.

Such high numbers of home to work journeys (application for parking for 270 staff), so at least 270 journeys to / from work every day, through Cresswell and neighbouring villages. Aviation fuel tanker deliveries plus the high number of HGV materials deliveries to the factory which would add to the congestion.

Cresswell is located down a narrow country lane with known pinch points which are unsuitable for two HGVs to pass side by side. The sheer volumes of traffic that would come with the proposal dramatically increases the risk of serious traffic accidents due to the increased vehicle movements.

Add to this, the traffic that would come with the proposed additional work force (230 spaces for future expansion), can you imagine the devastating impact on traffic volumes through the hamlets of Cresswell and Draycott?

Also relevant to this application is the site owners / developers desire to remove the roundabout requirements (SMD/2022/0267 and 0268). The roundabouts were a condition of the original planning application and should remain.

The large three storey building would be visually intrusive and be visible for miles around in an area that is currently open farmland.

This greenfield site is currently home to many garden and field birds which would be devastatingly impacted by such a large development.

The helicopter proposal is totally at odds with the proposed housing development. Why would anyone wish to purchase a house located next to a noisy and intrusive helicopter factory?

This proposal would be more appropriate located at an existing Licensed Airfield. There are at least two such airfields within 20 miles of this site. Alternatively, given the high planned numbers of deliveries and home to work journeys of employees, a development of this scale and magnitude would be better suited to a site with good access to main roads and the motorway network.

For all the reasons I have stated above, I believe this ¿reserved matters application¿ should be rejected and be subject to a totally separate planning application.

Do you really need to print out this Email? Be green - keep it on the screen.

This email is intended for the addressee(s) only and may contain sensitive, privileged or confidential information that could be protectively marked. If you are not the addressee please do not use the information in any way. If you have received this email in error please notify the sender immediately and delete it from your system. Thank you.

The Council may be required to disclose this email or any responses to it under the Freedom of Information Act 2000. The way in which we handle personal information is set out in our privacy notice and is available at <https://www.staffs Moorlands.gov.uk/YourData>
