

The Planning Inspectorate

COMMENTS ON CASE (Online Version)

Please note that comments about this case need to be made within the timetable. This can be found in the notification letter sent by the local planning authority or the start date letter. Comments submitted after the deadline may be considered invalid and returned to sender.

Appeal Reference: APP/B3438/W/22/3299330

DETAILS OF THE CASE

Appeal Reference APP/B3438/W/22/3299330

Appeal By ELAN HOMES (MIDLANDS) AND SCENTAREA LTD

Site Address
Land at Blythe Park
Sandon Road
Cresswell
Staffordshire

SENDER DETAILS

Name MR NICHOLAS HOLDCROFT

Address
12 Sandon Close
Cresswell
STOKE-ON-TRENT
ST11 9RL

ABOUT YOUR COMMENTS

In what capacity do you wish to make representations on this case?

- ☐ Appellant
- ☐ Agent
- ☒ Interested Party / Person
- ☐ Land Owner
- ☐ Rule 6 (6)

What kind of representation are you making?

- ☐ Final Comments
- ☐ Proof of Evidence
- ☐ Statement
- ☐ Statement of Common Ground
- ☒ Interested Party/Person Correspondence
- ☐ Other

YOUR COMMENTS ON THE CASE

I wish to strongly voice my objections to the appeal regarding the access to the Blythe Park site and that any development MUST be in accordance with the original planning permission.

It was my understanding that the original planning permission was granted on the basis that the highway infrastructure requirements were approved and built before any applications for construction activities on site?

The original planning application required that two roundabouts and associated road / pavement improvements should be constructed before any development can take place. The safety and wellbeing of the residents of Cresswell should be paramount and this appeal by the developer should be TOTALLY DISMISSED.

There will be a considerable increase in traffic volumes during construction works and a permanent increase in traffic when additional commercial buildings and large numbers of additional houses are finished and occupied. Surely the new / changed road infrastructure should be in place before any construction on site is allowed to commence. It is totally unsafe and inappropriate to have large construction vehicles, deliveries and construction workers accessing the site on the existing narrow rural lanes and roads, until the new road infrastructure (including the approved roundabouts) is in place.

On top of this the developer has now submitted yet another 'Reserved Matters' application:

- PLANNING APPLICATION SMD/2022/0275 – HILL HELICOPTERS

I also want to draw reference to another reserved matters application at this site which would have serious implications to not only the volumes of traffic using the narrow country lane into Cresswell but also would have a huge impact on the health and safety of all residents and people passing through Cresswell.

Looking purely at the road infrastructure for this application alone. If this planning permission was to be granted:

- An 'initial' 250 aircraft per year to be manufactured in Cresswell
- If built, production could QUADRUPE to 1000 aircraft per year
- The impact on Cresswell's road infrastructure would be catastrophic
 - o Huge increase in the volume of traffic using a narrow country lane through Cresswell
 - o High numbers of HGV deliveries along a narrow unsuitable country lane
 - o Large volumes of highly flammable fuel being transported to the site
 - o Large volumes of highly flammable fuel to be stored on site
 - o A larger workforce so even more home to work traffic
 - o Four times as many customers so increased volumes of customer traffic

Such high numbers of home to work journeys parking for 270 cars for 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 HGV's 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 230 spaces for future expansion, can you imagine the devastating impact on traffic volumes through the hamlets of Cresswell and Draycott?

The site owners / developers desire to remove the roundabout requirements (SMD/2022/0267 and 0268) is beyond comprehension and the roundabouts should remain as they were a condition of the

original planning application and are essential to the health and safety of all Cresswell residents and road users who pass through our hamlet.

My fellow resident of Cresswell (Mr Lindon Horleston) has had several meetings and correspondence with Simon Haw - Senior Highways Officer for Staffordshire County Council (SCC) highways authority. I quote feedback to Mr Horleston:

- there is nothing better than to include roundabouts into a new infrastructure layout.
- It is safe it allows for calming traffic measures down the road where deaths have occurred and approaching the railway line, you will have a service road to your houses to keep you safe and away from the industrial traffic coming off the increased industrial estate

Sandon road is a fairly long section of straight road through the middle of Cresswell and because of this, vehicles passing through can and do travel at high speed. If an inferior traffic light system was to be installed, when on a green traffic signal, vehicles could speed through the hamlet putting all of us residents at risk. A roundabout system is far safer and vehicles have to physically slow down to travel around it.

The approved planning application also included a service road for the Sandon Road residents which provides greater safety for residents when entering and exiting their homes, far safer than being expected to access straight onto a T-junction. Some of the residents such as Mr Horleston, have large vehicles which are far safer to manoeuvre via a service road than straight onto a T-junction.

I emphasise that both of these roundabout proposals were made by the Developer in the original application. They were also considered essential in the interests of road safety.

There are records of fatalities on both Sandon Road, and at the junction of Sandon Road and Uttoxeter Road.

The Developer, for purely financial reasons, made application to replace the roundabouts with cheaper and less safe T-junctions with traffic lights. The Developer wished to compromise road safety for purely financial reasons.

To its credit, the Planning Authority rejected the Developer's application, clearly valuing public and highway safety more than the Developer's finances.

I therefore support the decision of the Planning Authority and request you to dismiss the Developer's appeal.