

From: planningcomments@staffs Moorlands.gov.uk
To: [Planning Comments \(SMDC\)](#)
Subject: Comment Received from Public Access
Date: 22 August 2022 11:36:04

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

From:

Tudor Hollow
Fulford
Fulford

Phone:

Email:

Submission: Objection

Comments: I wish to make known my objections to this planning application for the reasons outlined below:

1. Residence in Fulford. Leaflet posted through the door on 19th August. Less than 2 miles away from proposed site. Lack of sufficient time for local residents to respond given the closing date of 22nd August.

2. Approximately 50% of the land does not have permission for any kind of development. There has not been a contamination assessment carried out for the proposed helicopter hard stand.

3. The proposed plan is in a rural area and the increased size of Blythe Park is considerable given the nature of the local area. There is an estimation of 120 flights per day if producing 1000 aircraft per year as outlined in the report. East Midlands Airport only saw 143 per day in 2021 so this further strengthens the inappropriate size of this application in relation to the amount of flights in a rural village of Draycott but also surrounding villages. The outlined timings of proposed flights within normal hours are within a 12 hour period from 7am to 7pm. In limited hours (no further details on what limited hours are or how frequent this would be) from 5am to 11pm and then exceptional hours, described as 50 times per year at any time. Helicopter noise pollution is described at 87db at 500ft and even higher when taking off and landing. Little considerations have been given to the surrounding residential properties when landing or taking off. The noise assessment that has been carried out only assesses from new fixed plant at the site. Although there has been no change to the commercial use of the site, the difference between current commercial use and the use of a site for helicopters is vast meaning this should be assessed as a priority. No mitigation details are included in regards to noise assessment in addition to no information as to the flight corridors. The applicant states that they will work with the local authority, nonetheless this is an imperative consideration to make in regards to the planning application and the impact that it would have on local residents and businesses alike.

4. Little consideration has been given to the The road infrastructure particularly around the entrance to Blythe Industrial Park and the level crossing frequently has problems with pot holes and is already a busy road. The plan outlines that there will initially be 250 car parking spaces but also leans towards future development meaning an inevitable increase in traffic. This is without taking into consideration the increased volume of traffic from the proposed new housing on the site which stands at least an additional 168 vehicles. In addition to this, there are already plans to alter the road layout to include a roundabout on the Draycott T junction where space is already limited. There is no mention of how parts will be delivered to the site but presumably this will be via HGV which puts further pressures on the Sandon Road and neighbouring roads. Furthermore, environment agency commented in their response that the existing road access is within the floodplain in addition to small parts of the proposed car park being within the 1 in 100 year with 30% floodplain. Indeed the LLFA shared the same concerns about drainage in relation to surfaces used (no permeable surfaces) and they could not see how drainage would operate as proposed in a flood event which is highly concerning at this point in the application process.

5. This development is not suitable when it is in such proximity to a village residential area. There has been little regard to the wildlife in the local area and Bostocks Agricultural Ltd have outlined their concerns as the

site will be adjacent to their boundary.

The objections listed above are not exhaustive but detail how the proposed application site is not appropriate for Hill Helicopters Ltd.

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