

---

**From:**  
**Sent:** 27 January 2023 16:23  
**To:** Planning Comments (SMDC)  
**Subject:** Comment Received from Public Access

**Categories:**

Application Reference No. : SMD/2022/0577 Site Address: Land At Blythe Park Sandon Road Cresswell Staffordshire  
Comments by: Nicholas Holdcroft

From:  
12 Sandon Close  
Cresswell  
Cresswell  
Stoke-on-Trent  
Staffordshire  
ST119RL

Phone:

Email:

Submission: Objection

Comments: I wish to strongly voice my objections to this planning application which would be severely detrimental to the quality of life, health, safety and welfare of the existing residents of Cresswell and surrounding areas and to the potential new residents who might occupy the 157 dwellings which have recently been granted planning permission by Staffordshire Moorlands District Council on the adjoining site.

The original Blythe Park 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. None of these infrastructure improvements have been implemented, so to consider such a large and inappropriate development on this site which is totally at odds with the 'neighbouring' housing development beggars belief.

To propose a helicopter factory on this 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, it is proposed that production could QUADRUPLE 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.

Why would anyone wish to purchase one of the 157 proposed houses knowing that it would be neighbouring a helicopter factory with the above health and safety plus environmental and quality of life issues?

#### Noise Levels

I am extremely concerned about the noise levels and invasion of privacy. At a Draycott Parish Council meeting (11/07/22), which I attended, I asked Jason Hill (Hill Helicopters) to quantify in decibels how loud his helicopters are. I asked Mr Hill several times and Mr Hill did not provide a satisfactory answer to this question. Why do you think he was evasive and unwilling to answer this question?

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.

#### Aviation Imposed Risks

There is also a constant possibility of take-off or landing accidents with potentially huge threat to aviators, local residents, members of the general public, dwellings, buildings and infrastructure. The location of a landing pad in the middle of a miniature lake would certainly do nothing to increase safety. More likely the opposite in fact.

Test flights, by their very nature are potentially hazardous operations whose purpose is to see if a newly constructed machine, or a recently serviced machine, will safely fly. Commercial airfields need full time fire cover ¿ with very good reason.

Aviation Airfield Guides invariably contain the instruction to visiting pilots to ‘Avoid Flying Over Local Villages’. This proposal would require arriving aircraft to land in the heart of the existing village. Approaches to the proposed landing pad from the west could not be made without overflying existing properties at extremely low level, with consequent pollution, noise, vibration and danger potential.

#### Increased Traffic Related Risks

As a Cresswell resident I know fully well that 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 this proposal dramatically increases the risk of serious traffic accidents due to the increased vehicle movements.

This proposal indicates parking for 250 cars for staff (plus 45 visitor spaces), a total of just under 300. So, at least 250 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 and increased risk of road traffic accidents. Increased numbers of HGVs carrying aviation fuel and passing other HGVs on this narrow lane is extremely concerning.

Add to this, the increase in 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? Now, when there are traffic accidents on the A50 or as now when the main road (A521) through Blythe Bridge is closed. Draycott, Cresswell, Tean, Fulford, Saverley Green and Meir Heath are all overwhelmed with traffic as vehicles try to find ways around any issues. The current road infrastructure cannot cope with the existing traffic levels, let alone such a large development as this.

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.

#### Building and Environmental Impact

The design and appearance of the proposed buildings would appear totally incongruous in scale, character, design and colour, located as they are within the Special Landscape Area designated in the Staffordshire Moorlands Local Plan. This attempt at ever-increasing intrusion into an otherwise unspoiled landscape comprising mainly pasture land divided by hedges and trees, farmsteads, tracks and small settlements is to be deplored.

I note that, this latest proposal further encroaches into a wider area of existing farmland? There should be no further expansion of Blythe Business Park into the surrounding Greenfield countryside.

This greenfield site is currently home to many garden and field birds which would be devastatingly impacted by such a large development. Indeed in my own garden I have seen and photographed all sorts of Finches, Tits, Nuthatches, Woodpeckers and Reed Buntings.

In conclusion, 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.

This is the lunacy of the current situation where a commercial airfield would even be considered to be constructed within an existing residential hamlet, and immediately alongside the new development of 157 dwellings which has so recently been approved by the Staffordshire Moorlands District Council's own Planning Authority.

For all of the reasons stated, I request the Planning Committee and Staffordshire Moorlands District Council refuse this application.

The residents of Draycott and Cresswell do not accept this proposal and have quite frankly had enough of proposal after proposal resulting from the owners of Blythe Business Park and their associates.

---

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.staffsmoorlands.gov.uk/YourData>

---