

22<sup>nd</sup> December 2022

### Planning appeal

Since the last planning review in 2018, all the concerns regarding traffic in the village that were supposed to have been unfounded, have actually become a reality. The increase in traffic and associated parking problems have significantly become a major problem. I cannot recall any traffic census being carried out over the last 5 years. Suckling Green Lane is now very congested with motorists using it as a thoroughfare between Perton and Fordhouses. This will become more congested when access to the development on Keepers Lane opens onto Suckling Green Lane.

The South Staffordshire planning department should very seriously reconsider their SAD proposals agreed in 2018, both in light of the severe traffic and parking problems, and the recent decision of the Government to change its planning policy from one of 'mandatory' to one of 'advisory'.

**All** the promises of the South Staffordshire Council made during the public meetings in 2017/2018 have gone out of the window. Considerable concern was raised regarding the infrastructure of the village, and the Council assured residents that it could cope with the proposed development, but it hasn't. **Doctors**, despite the move into the Council Hub, getting an appointment is worse than ever, because of over population. **Shopping**, supporting local shops, unless you are able to walk to the shops, has become impossible because of lack of available parking.

**Green Belt.** Unfortunately, our local MP Gavin Williamson, despite him saying he will protect green belt in the county, has done nothing with regard to protection of Codsall. Surely, the new development proposals are more than enough to satisfy the housing requirements of the area, without enforcing the destruction of the green belt, as proposed in the 2018 SAD review.

Codsall used to be a village where residents were proud of its community, but the inconsiderate planning decisions have turned it into an over developed village, losing it's identity by attracting too many avenues for non-resident motorists to use it as a thoroughfare.

Terry and Jan Kelly

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