

Cherrybrook estate residents
Penkridge
Staffs

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Response by Cherrybrook residents to the Local Plan Consultation

Please find below a formal objection from Cherrybrook estate residents to a part of the Local Plan 2022. The objection relates to land at the far end of Cherrybrook estate identified as 005 on the Plan documents.

The current action group has obtained 218 signatures all of whom are against the potential development on this site and these signatures are available on request.

A very interesting and cogent point has been made by a number of the original house owners on Cherrybrook (PR1). The transfer of the land from greenbelt status to safeguarded status happened in 1996 and the premise of their argument is that the residents were never consulted or informed of this change of status. I am sure the Council will have details of who, from Cherrybrook, was consulted and the date and details of whether or not they were invited to comment. If so, it would be helpful if the action group could see these comments.

The group have researched the last planning application made by Lone Star Developers and believe there are errors in various calculations. There are 136 houses on the Cherrybrook estate, a mixture of detached and semi-detached properties, some with long drives and others with just enough space to park one car. A recent survey of the estate revealed that there were 229 cars owned and driven on the estate. In many instances, cars are parked on the road because of a lack of drive space. This can create a slalom effect of traffic weaving between parked cars. This, in itself, can be dangerous for children especially considering that vehicles could be driven at 30 mph. There have been a number of near misses over the years and a potential development of a minimum of 88 houses will produce a potential 150 vehicles. The road traffic survey for the site was conducted during the school summer holidays and the figures are engineered to be low, much lower than in term time.

The queues to exit Cherrybrook in the morning can result regularly in up to 9 or 10 cars waiting to exit onto the Cannock Road. A recent survey conducted gave a reading of circa. 3000 cars per day on the Cannock Road. The road at the mini-island connecting Wolgarston Way to the Cannock Road has seen, at times, a peak of 4800 vehicles in a day, significantly more than the survey results provided by the Developers' traffic survey team. The traffic flow around this mini-island is severely hampered during term time by children crossing under controlled circumstances with two crossing wardens. This is a dangerous road to cross at school arrival and departure times. Not only are there cars but also a large number of coaches that bus children to and from school, also adding to the congestion and traffic blockages. Cars that are queuing to leave Cherrybrook are producing significant quantities of carbon monoxide. This becomes an issue for the houses that are close to the only entrance and exit from the estate.

It is also noted that the local plan indicates that Kentmere Close should be the main access route, this Close is often full of cars parked on the road. If this is a preferred access route, access and

egress from any future development will become tortuous. It should be noted that because of the many bends on the roads on the Cherrybrook estate, there have been numerous small accidents as people swerve to avoid other cars.

The parcel of land referred to in the Local Plan document was earmarked for development prior to the National Highways deciding to increase the number of lanes on the M6 motorway from six to eight and create a smart motorway. The traffic flows on the M6 have increased significantly since this land was earmarked for development in 1996, the time of this land being moved to safeguarded land status.

Further to this, land 005 should be removed from the local plan as it does not comply with the constraints set out when was safeguarded in 1996. The current local plan allows for 88 new dwellings, however,

As detailed in section 12.247 of the 1995 inspectors report,

“The number of new dwellings should not exceed 63.”

Furthermore, the inspector comments on any future M6 widening,

“..... that should the M6 widening happen then it would reduce the number of new dwellings allowed to below 63”

Some residents, more than 100m from the motorway, are commenting on black soot-like deposits appearing on windowsills inside their houses. These deposits are being sent for analysis but it is suspected they are carbon deposits. All residents are concerned about the possible health implications and even more so for the potential residents on the new proposed development which will be far nearer to the M6 motorway.

Once again, residents would like to comment on noise readings. These are very much out of date now that the motorway is eight lanes as opposed to six.

The residents also believe that a development on this site, if allowed, will result in homes needing remedial structural repairs in time to come because of the brooks and underground streams that flow through the whole of this land hence the name Cherrybrook.

As a group, having stood on the site and walked up and down the boundary with the M6 the residents believe this is a potential mental health hazard with the constant drone of traffic with little or no escape. Windows and doors closed all year round is not a healthy environment in which to live.

To summarise:

1. We the residents are seeking absolute clarification that the due process of transferring land from green belt to safeguarded land status was conducted in the correct manner including communications, consultations and feedback with residents. Please provide the information that you have to verify this.
2. The proposed site does not have satisfactory vehicular access and access roads will not be capable to accommodate the increased flow of vehicles should any development proceed. Emergency vehicles will be hampered in trying to gain access to any emergency.
3. The probability of an accident will be significantly increased because of the number of vehicles that will enter and leave the estate at busy periods.
4. Traffic surveys provided for any development on this site have been conducted at completely the wrong time of year and the group believe that further up to date surveys are required.

5. Motorway noise has increased since 2018 and four lane running is now noisier and nearer than previously. Crashes on the M6 are a regular occurrence causing queuing traffic for hours at a time thus increasing and producing an overload of carbon monoxide and particulates of carbon. In addition, in the very near future this stretch of motorway will become even busier with HGV traffic delivering and collecting to the West Midlands Interchange.
6. Land suitability – this site does not have satisfactory Sustainable Urban Drainage (SUDS) to access all drainage water on site.
7. Duty of care – as a Council there must be a duty of care when allowing development. Existing Cherrybrook residents already experience a greater level of noise and air pollution than experienced in 1996 and there are also concerns for residents on the proposed development who will be much nearer to the M6 where the noise and air pollution levels will be even greater

We, the residents of Cherrybrook estate have agreed to submit, as a group, our views as part of the consultation process for the Local Plan.

Land off Cherrybrook Action Group

