



Fradley and Streethay Parish Council

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Chairman of the Council: Cllr Simon Roberts
Clerk to the Council: Mrs Clare Orme

Date: 30th July 2021

To: Anthony Foster
Lichfield District Council,
Development Control,
Lichfield District Council House,
Frog Lane,
Lichfield,
WS13 6YY

20/01178/FULM | Full planning application for a residential development with associated works and public open space, and access from Horner Avenue and Ward Close | Land Off Horner Avenue Fradley Lichfield Staffordshire

Dear Mr Foster

Fradley and Streethay Parish Council again confirms its unequivocal opposition to the proposed Horner Avenue development. This development falls outside the settlement boundary, it is not part of LDC's current Local Plan or its emerging Local Plan. Furthermore, the site is designated for employment use. Fradley and Streethay Parish Council urges LDC to maintain this designation so that further job opportunities are provided to increase the sustainability of our fast-growing community.

We regret that the developers have been unable to convincingly answer our concerns about many aspects of their proposals and we are pleased that other consultees' responses have confirmed our views. The latest submissions justify our suspicion that the developers' intention has always been to route construction traffic through the heart of our community on unsuitable roads. This letter should be read in conjunction with our previous comments which are still pertinent.

In summary, after reviewing the new documents submitted, we have the following additional objections, all of which relate to the Construction (SEMP) plan ref FRAD-02-010:

- There will be intense use of unsuitable local roads by large and heavy vehicles. This will result in safety hazards for other road users and especially pedestrians and children.
- Damage to local roads will be significant, especially Common Lane, Worthington Road and Horner Avenue. Traffic calming junction tables will not withstand the daily pounding of heavy construction vehicles. The already visible deterioration of Worthington Road and Common Lane is testimony to the punishment these roads have already suffered from previous construction vehicle use. Potholes, surface erosion and cracking are all evident and will be further exacerbated by the large vehicles needed to facilitate the construction of the proposed development.

- Noise will be intrusive with goods vehicles passing just 2.5 metres from some front doors on Horner Avenue. The proposed hours of working will mean that only evenings, Saturday afternoons and Sundays will provide respite from the access and egress of heavy vehicles outside residents' homes.
- Dust will inevitably be brought to the streets by vehicles delivering materials, aggregates, and plant. The street washing bowser indicated in the plan is welcome but of course will introduce yet more noise and disturbance.
- The proposed route for construction will destroy the character and amenity of this quiet residential cul-de-sac for those who live there. Quality of life and the residents' rights to enjoy their homes in peace will be seriously impacted.

The Parish Council is firm in its conviction that Horner Avenue cannot support the additional traffic that this development will bring once constructed, but to suggest that Horner Avenue could be a route for all construction traffic beggars belief. The Construction Plan is vague, it omits many pertinent details and at times is misleading as follows: -

- The number of vehicle movements that will be generated to bring materials and plant for the construction of 115 houses has not been indicated. With an unfettered access route, it would be routine for the Planning Committee to project the disruption that vehicles might cause. In this instance however the limitations imposed by the tight corners on Horner Avenue will mean that the very largest vehicles, usually associated with this scale of construction, will not be able to gain access. Therefore, what impact will the need to use smaller vehicles have on the number of journeys required? This will be an important piece of information when judging the suitability of the route and the impact on residents.
- The SEMP plan indicates that vehicles no bigger than a refuse truck will be used to deliver goods or plant. The plan indicates a vehicle length of 11.6 metres. We note that LDC do not use refuse vehicles any larger than 10.8m on these roads, with a maximum weight of 26 tons. There is no indication of weight limits for construction vehicles, and this will have a bearing on projected road damage.
- Swept Path diagrams for a refuse lorry are provided but the turning characteristics of refuse lorries are quite different from the construction vehicles which will actually make the deliveries. Lorries with trailers are a particular concern. Officers will no doubt wish to investigate the viability of access to the site for all such vehicles.
- The use of a refuse lorry as a comparator is also misleading. Whilst the local road could conceivably accommodate 11.6 metre refuse trucks at a squeeze, such vehicles appear but once per week and not repeatedly throughout the day, 6 days a week. Committee members will recognise the developers' obvious attempts to hide the reality of what is being proposed. The Parish Council disputes the developers' suggestion that vehicles of the size specified, in the numbers and at the frequency needed, can operate safely on these roads.

- Horner Avenue is a narrow road that does not offer sufficient parking spaces to residents, so many vehicles are parked on the roadside. Visitors, contractors, and deliveries also must park on the roadside. For this reason, we cannot comprehend how using these roads for any sustained traffic flow of large vehicles can be proved as being safe or practical.
- The SEMP plan does not indicate which route the construction vehicles would use to reach Worthington Road. Neither the route through Turnbull Road nor the alternative through Common Lane are acceptable. On Turnbull Road, the pinch points would make this a very difficult route. Further construction traffic through Fradley Village would add to the melee of cars and construction lorries already passing the school. The Horner Avenue construction route would contribute further to the disruption caused by the vehicles servicing the 250-house development in the early stages of construction on Hay End Lane. Alternatively, if access was planned from Worthington Avenue through Common Lane, then again pinch points, mini-islands and traffic calming measures specifically designed to aid small residential traffic and discourage larger vehicles would create safety hazards. Illegal manoeuvres by the drivers of larger lorries are also highly likely as they try to negotiate the obstacles, which have been deliberately designed to discourage access by unsuitable vehicles.
- We have grave concerns that LDC or SCC have no way of monitoring and enforcing (where necessary) the size and number of lorries that would use this construction route on a daily basis. If the developer were to breach its construction conditions, unless the Local Authorities can guarantee swift and decisive action, then unmitigated safety risks would result.

Whilst recognising the importance of providing new housing, many feel that Fradley through the SHA and Local Plan is already meeting its obligations in providing new residential opportunities.

We urge the District Council to carefully consider this matter and to support the people of Fradley by rejecting this application.

Yours sincerely

CM Orme

Clerk/RFO to Fradley and Streethay Parish Council.