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Dear sir,

Please accept my apologies for not attending this inquiry in person but I would like to make the following representation by letter for your consideration at the inquiry.

When the Industrial Estate at Dew Pond Lane in Fairfield was originally built, it was on the condition that there would be a purpose-built access road from the A6 and access along Cross Street, Queens Road and Tongue Lane would only be temporary. Thirty Years later no access road has yet been built and the industrial estate continues to expand without it. The budget for this access road was there to build this road in the 1980's but the council say they have not had the budget to build it since. **What happened to this original budget? Why was it not used to build the access road?**

Vehicles from Fedex, TNT, SK Palletways, Large wagons supplying Fairfield Builders Supplies, Otter Controls, Bell's Shoes the Recycling plant, Flowflex and Lomas Distributions tankers and tippers parking on Unit 15 and the staff and customers going to this estate all access the industrial estate via the above mentioned residential roads, some of them mounting the kerb at the end of Cross Street and some even stretching across to the south side of Queens Road in order to get round onto Queens Road, an area where schoolchildren cross the road.(see enclosed photographs)
Whilst many of these businesses are only open for deliveries to be made between the hours of 07-30 to 18-00, Lomas Distribution are operating almost 24 hours a day, creating a noise and fume hazard along the route.

Mr Lomas has provided evidence that he has a licence to operate 10 vehicles and 10 trailers from Unit 15, why has he been allowed to operate as many as 19 vehicles out of that unit in breach of his operating licence and why has he got vehicles parked at a second unused unit on the Industrial Estate? (currently a trailer with the designation TT614, but there have been 2 vehicles and trailers)

We are not against local businesses but think that it is ridiculous that the access route to the industrial estate is still via narrow residential streets. The structure of the roads is not designed to withstand this amount of heavy traffic and on at least two occasions the road at the junction between Queens Road and Tongue Lane has collapsed, and currently there is a water main fracture waiting to be repaired with its resultant hold ups for traffic.

We believe that considering emissions targets this proposal will exceed safety levels. Recent studies highlighted in the Daily Mail have shown that diesel fumes can alter the structure of the heart, which can lead to an early death, and add to the likelihood of people getting cancer, asthma and dementia.

Over the years, the nature of the industrial estate has changed from light industries to heavier industries and this has resulted in the vehicles accessing the site becoming larger and heavier. As mere residents on the route we are not considered when planning applications are discussed and passed and because of this many are getting through without challenge.

When the Lomas Distribution site was built at Waterswallows, it was stated by Mr Lomas in an article in the Buxton Advertiser, that it would consolidate all his existing sites into one purpose built site, and yet they continue to use Dew Pond Lane for parking vehicles, creating a noise and fume

hazard for the residents of the access roads. One neighbour contacted Mr Lomas and complained about the early morning starts that his vehicles were making up Queens Road. His reply was to deny any knowledge of these early morning starts by his drivers.

Several complaints have been made about the growing number of vehicles accessing the site but people were diverted to other authorities such as the Traffic commissioners (who seemingly issue operating licences and then don't check whether their terms are being adhered to), VOSA, Pollution control etc.

Now because Lomas Distribution have been operating outside of the terms of his licence (a copy of which has been placed in the public domain and clearly states 10 vehicles and 10 trailers, not 19) We are told this is likely to improve the chances of this application being passed. Also, as they are now operating in breach of a current licence how likely is it that it will mean **another** 15 vehicles and not a **maximum** of 15 vehicles and trailers?

Many of the residents of the above-mentioned roads are being woken at 3am by Lomas distribution vehicles passing along the roads and those of us unlucky enough to have a speed ramp built outside our houses also must suffer the banging of the trailers as they pass over the obstruction, some of them with their tailgates not correctly fastened. Sometimes we feel harangued by the lorries passing by and the vibrations can be felt throughout the houses. One house even had a window broken by the vibrations and in my own house cracks have appeared in the bedroom wall and ceiling and in one of my neighbour's home.

The footpaths along parts of Queens Road (particularly where the wagons mount the kerb at the end of Cross Street) and Tongue Lane are also very narrow and the wagons come perilously close to pedestrians, including children crossing the roads on the way to school. The corners are also very tight leading to excessive wear on the road surface, particularly on the Cross Street/Queens Road junction.

Many residents along this route have battled to improve this situation, telephone calls, letters to Traffic Commissioners Etc, with no help from any of the authorising bodies, and the High Peak Borough Council Motto "Working for our Community" seems very hollow in this area.

Faye Plant and members of the planning committee have been invited to come and see the situation for themselves but at the time of writing this letter no contact has been made from anybody at the Planning Department.

Yours Faithfully
Philip Robinson



