**Outlining Planning Application 21/02765/STOUT**

**Comments o behalf of Middleton on the Wolds Parish Council**

Middleton on the Wolds Parish Council request that this application is heard by committee as they strongly object to this application being approved until more information has been supplied on access, transport, site traffic and drainage and robust plans are in place for the management of these areas.

The proposals will be seeking outline planning permission with access (all other matters reserved) for the first phase of up to 40 dwellings of a residential development. The second phase of 35 dwellings to be reserved.

**Q**. **Can a condition of any approval be that no more than 75 properties in total across both phases are built on this site?**

**Q**. **As the two phases are linked can a condition of approval be that all footpaths, access means, and drainage, which includes the watercourse, for both phases must be completed before development of phase 1 can begin. This includes the link to Church Hill.**

The proposals show a footpath which at its southern end comes to the A614 on Church Hill. There is no footpath leading from this exit only a very narrow grassy bank. Pedestrians would therefore have to cross this extremely busy road to access a footpath.

**Q. Can a condition of any approval be that a new pedestrian foot path is constructed connecting from the development to the existing footpaths on Church Hill and Station Road, along with dropped curbs and tactile crossing points.**

Due to the tight bends on Station Road to the south of the site, and as Greenfield Road to the west is unsuitable for Heavy Goods Vehicles it is expected that construction traffic will travel to/from the north of the site. There is a confirmation from the developers that site traffic will only access the site from the north. However, the next village to the north is North Dalton which has the same issue of narrow roads and tight right angle bends, which runs through the centre of the village, and are unsuitable for HG’s.

**Q**. **Can a condition of approval be that a traffic management plan along with a construction management plan covering both Middleton on the Wolds and North Dalton is agreed and in place prior to development, and that firm assurances are given that site traffic will not pass through the neighbouring village of North Dalton?**

Cycling Provision and Public Transport Provision – whilst the transport statement outlines that the site is within cycling distance of nearby villages of Lockington, Bainton, South Dalton and North Dalton there are no services within these villages. Middleton itself has only one public house, and a post office. The nearest towns are Driffield 8.4 miles Pocklington 10.8 miles and Market Weighton 7.4 miles. There is no public transport service that cater for commuters to and from their place of work.

Road Casualty Appraisal – the report state that only two collisions within the study area, which includes Station Road, Church Hill Rd, and a number of location junctions, occurred over the past 5 years. Which was a collision on Church Hill Road in April 2017 and a second unidentified one early in 2020. Yet there was:

A 3 car accident outside the school in 2017 – Station Road

A vehicle hit a wall at Kipling Court – 2019

Vehicle hit another vehicle and lamp standard knocking over a pedestrian near the school in Jan 2020 – Station Road

A 3 car accident outside Kipling Court in March 2020

A collision between a motorcycle and a stationery vehicle at the bend on Station Road in June 2020

A collision from a HGV on the bend at Station Road which demolished a front wall and damaged part of the house wall in September 2020

A further collision from a HGV on the bend at Station Road, further damaging the same property just a few months later – May 2021

A collision at the junction of Chapel Lane and the A614 near the roundabout which damaged the adjacent building in September 2020

There have also been numerous incidents along Front Street where railings and safety bollards have been damaged including one at the pedestrian crossing.

All in all this is testimony to the fact that the roads in Middleton on the Wolds are not suitable or of sufficient standard for heavy vehicles and traffic volumes.

**Q. Would ERYC consider that a condition of this application be the building of a completely new access road along the eastern side of the disused railway embankment thus bypassing many of these accident blackspots within the village.?**

Trip Generation

The TRICS database is an industry standard collection of traffic counts and trip statistics for calculating trip rates at development sites. However, the figures used are for an ‘Edge of Town’ location. As this site is some 8 miles from the nearest town, these figures are of little value, and the potential severe impact of 150 + additional vehicles on the already congested and narrow roads of Middleton on the Wolds and surrounding neighbourhoods, must be taken into account when considering access to this site.

The Transport Statement has also indicated that the MIS (Manual for Streets) guidance recommends that visibility splays of 2.4m x 43m to both sides of the site access, and this should be achievable. Yet MID 2 of the Local Plan indicates that this access site is reserved as ‘land for possible future access road complete with 4.5m x 90m sight lines to be safeguarded’.

**Q. Can a condition of any approved planning application be that if access is granted into Station Road as shown in the planning application, then minimum sight lines of with 4.5m x 90m must be met.**

**Flood Risk**

East Riding Local Plan Allocations Document identifies Middleton on the Wolds as a Rural Service Centre with 70 new houses proposed over the period to 2028/29.

Policy MID-A – Land East of Station Road (3.44ha) states that this site is allocated for housing development. Proposals will be required to: a. Retain the existing groups of mature trees within and adjacent to the site b. Avoid any built development in the area of the site that is within Flood Zone 3a.

The Flood Risk Assessment presented by the developers seem to have dismissed this as the Environment Agency Flood Map indicates that the entire site is located in Flood Zone 1. It is noted however that the Environment Agency flood map for planning shows river and sea flooding data only, so is not relevant in this application.

The site has an indicative capacity of 66 dwellings.

The application being considered is for 75 properties

**Q. Can a condition of any approval to this application be that the number of properties on the proposed site be reduced from 75 to no more than 66 dwellings, across both phases, and that there is no building within the in the area of the site that is within Flood Zone 3a**

Policy MID-A – Land East of Station Road (3.44ha) states that the

c. Maintain and improve the role of the watercourse running through the site to reduce the risk of flooding to the site and elsewhere. Whilst this watercourse runs through the second phase of the proposed development, the erection of dwellings on phase 1 of the site, will have an impact on the amount of surface water that runs into this drain.

**Q. Can a condition of any approval to this application be that a comprehensive management plan is submitted and approved, before any development begins as to how this watercourse is to be managed and maintained, and that access to and from the site to accommodate service machinery, along with the proposed disposal of excavated waste is laid out and preserved. Such approved plan to be in place and agreed prior to development commencing.**

NB Current access is from Church Hill , which in the planning application will become footpath access