**Planning Application 21/02765/STOUT**

Proposal: outline – Erection of upto 40 dwellings (access to be considered)

Location: Land East of Sunnyside Barn, Station Road, Middleton on the Wolds, YO25 9UQ

Applicant: JG Hatcliffe Property & Planning

Application Type: Strategic – Outline Planning Permission

Middleton on the Wolds object to this application and request that it is heard by committee.

Middleton on the Wolds request, on behalf of the residents of the village, that the hearing for this application is deferred until such time that a full public consultation has been held. The consultation exercise done on behalf of the developers fell far short in its coverage, with less than 20% of the villagers being consulted, and only a restricted timeframe of little over a week, and online access only, to respond.

This proposed development is on a green field site just off Station Road, and is the first stage of a larger plan for upto 75 houses. Station Road is a narrow road with severe bends and restricted visibility in parts, and is edged with residential properties, the village hall and the local primary school.

The application shows only one access road into the site, which will ultimately serve 75 properties of various sizes. All vehicles would therefore need to enter and leave the site via Station Road.

This development if approved would increase the size of the village by over 25% and would seriously affect the character of the village.

Whilst this site has been allocated for development within the ERLP SD, a smaller development of 21 houses has already been built in another area of the village, and this should be taken into consideration in to any further developments.

The Parish Council also request a review of the transport plan, which is flawed as the information used to calculate the proposed number of vehicle trips in and out of the site on a daily basis is based on incorrect information. This is not an edge of town development as the transport plan suggests. There is no regular bus service to take commuters to and from their place of work, there are no shops or medical services within the village. Therefore, all services will have to be accessed via residents own transport, as travelling by foot or cycling is not practical. The suggested figure of 37 two way trips during the AM peak hour and 38 during the PM peak hour is wrong. This is proven as a recent speed watch survey clocked 117 vehicles travelling along Station Road at the vicinity of the site between the hours of 4.45 and 6.00pm. The industrial premises that access the road adjacent to this site have a large number of staff and this has not been considered in the transport plan.

The Transport Plan also states that “due to the tight bend 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”.

A firm and full committed plan for site traffic is required as the roads north of the site are also through small villages with narrow roads with bends not suitable for HGV’s.

Station Road is also subject to flooding and this proposed development has not adequately addressed this issue.

**In conclusion:**

This application should be deferred until a full public consultation has been held, with all interested parties, enabling questions to be asked and concerns addressed.

A revised transport plan should be submitted using relevant information, along with a construction management plan clearly outlining alternative routes for heavy goods vehicle.

An alternative access route needs to be proposed to move traffic away from Station Road.

A revised drainage plan should be submitted with full infrastructure as the existing drainage system for the village is too weak to accept further development.

This application should be heard by committee