

From: Pickering Town Council

Sent: 20 December 2017 11:50

To: Development Management

Subject: 17/01220/MFUL - erection of 63 four bedroom dwellings, 98 three bedroom dwellings, 70 two bedroom dwellings and 8 one bedroom dwellings with associated garaging, parking, amenity areas, open space, landscaping, associated infrastructure and formation o...

The council asks that members of the district council's Planning Committee undertake a site visit.

The council supports the development of SD5 for housing but has particular concerns about the David Wilson Homes' planning application.

The council has concerns about the density of the development. The council understands that this is partly because of the topography of the site and the need to incorporate structures to accommodate surface water; however, this means that the development will be cramped, even more so when one remembers the huge number of vehicles that will be on the site, many of which will be parked on the road and, probably, part parked on the footpaths. One member used the word "claustrophobic" to describe the developed site. One only has to visit Woodlands Park, further along Whitby Road, to understand the appropriateness of this adjective.

Understandably there is great concern amongst members about the proposed junction with the main road. The A169 is a very busy road taking huge amounts of traffic to the moors and coast as well as the movement of commercial and private traffic more locally. The presence of North Yorkshire Police mobile speed cameras positioned just up from the proposed entrance to the development has shown that large numbers of drivers travel above the 30mph speed limit. Appendix 1 contains a breakdown and summary of the Speed Data collected by North Yorkshire Police on the A169 at this point between 1 April and 29 November 2017. 1548 motorists were issued with SACs during this period. Despite the frequency of visits by police to this site, the number of motorists caught speeding shows that negotiating access to and egress from the developed site will have to be undertaken with the greatest care. Members suggested a third lane on the A169 for vehicles coming up from Pickering whose drivers had to turn right into the estate. They also suggested a third lane (an inner lane) at the junction itself to enable motorists exiting the proposed estate to turn right onto the A169 thereby allowing motorists behind them who want to turn left to escape having to queue. Another suggestion, given the junction just down from the proposed entrance which brings motorists from the town centre (or takes them to the town centre via Whitby Road and Burgate), is that a MOVA system is installed.

Members are also concerned that there is only one access and egress proposed for pedestrians and cyclists, and, more significantly, the inconvenience but also potential danger, to younger people who will have to cross the A169 to access the footpaths that lead into the town centre and to the roundabout. Children who will be attending the Infants School will have to cross the road, walk down the western side of the A169 then cross the road again (using the Pelikan crossing) just north of the junction with Ruffa Lane. Surely given the numbers of people, old and young, living on the site, there should be another access and egress point away from the proposed site junction with the A169? The question was also asked why a path south of the proposed junction to the estate but on the eastern side of the A169 couldn't be constructed, thereby obviating the need for children attending the Infants School in particular to have to cross the A169 and then cross it again at the Pelikan crossing.

The council's experience of the flooding issue at Woodlands Park has made the treatment of surface water at the proposed estate of particular interest. One member stated the developer's response to the flooding issue at Woodlands Park was very worrying for the safety of properties on the Tay estate which bordered the southern boundary of the proposed estate. And members had seen video evidence of manhole covers in roads south of the Tay Estate being lifted by the volume and speed of surface water in the main drains, drains into which the surface water from the new estate would feed. The topography of Site SD5 differs from that of Woodlands Park and the community park; the slope is

more pronounced in the former – therefore proposals for effective drainage must be robustly challenged and evaluated, and their implementation rigorously monitored.

The council has received a number of letters from residents who are concerned, some opposed to the development. Many of these articulate worries about the consequences for local services whether Pickering Medical Practice, the schools – recently the county council was consulting on the retention of a prefabricated classroom at Lady Lumley's School – the difficulty for drivers of negotiating the town's secondary roads given the amount of on street parking and the volume of moving traffic, the consequences for clogging up traffic at the roundabout. These concerns were also articulated by members of the council.

Finally, on p13 of the Local Plan Sites Document, there is a requirement for this site to have a lighting scheme to minimise glare. This is important as the site falls within an area of high landscape value. But equally important is a landscaping scheme that, should planning permission be granted, softens the impact of the proposed estate (as well as strengthening the habitats of wildlife) in the wider landscape. And there should be landscaping within the development area to soften the impact of the built environment. Streets with trees would do this.

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