

21 September 2015

Dear Mr Williamson,

Re: Planning Application 15/2274M

Marton Parish Council is somewhat surprised to find at this late stage that the Applicant has submitted a further revised Indicative Layout for the proposed development on School Lane. To be changing the layout and an access point at this juncture suggests a lack of due diligence and clear planning objectives on the part of the developer.

We would like time to consider this latest layout fully and perhaps consideration should be given to deferring the planning hearing to November.

The proposed car park has been omitted and although we could not see how this was a safe or practical location, it does mean there will be a net loss of car parking spaces in the vicinity of the school. This is as a result of spaces being lost on School Lane due to the access point to the development site. It has already been established by CE Highways that parents are parking on unsafe verges due to there being no alternative safe parking areas. This will only compound the already serious situation.

The Parish Council is now of the opinion that if the proposal proceeds, the housing development's roads will become the school car park. If parents with children have a choice between walking down the centre of School Lane, dodging in and out of parked cars to avoid on-coming traffic, or parking on roads with adjacent footpaths that lead to the rear pedestrian access to the school, there cannot be much doubt which option they would take.

Parents will use the new housing development to park rather than School Lane – but when the new cul-de-sac is full of parents' vehicles, those who enter and can't park will have to turn and leave. The congestion will be severe, and access for other vehicles like emergency services or refuse/deliveries will be completely blocked. This could also be considered 'severe' as it would be a daily occurrence.

The residents would then be up in arms and request traffic management for action.

This level of congestion would give rise to a significant increase in vehicle trips to and from the development junction which may well have reduced junction visibility due to school parking impeding visibility when emerging onto School Lane.

This mix of ingredients would likely produce a very unsatisfactory traffic situation which may be considered to be 'severe' under the National Planning Policy Framework.

The developer has provided no evidence to prove that this escalation of the traffic congestion will not become a significant local problem, and anything which is a significant negative impact in highway terms could be considered to be 'severe' (National Planning Policy Framework para 32) and a reason for refusal in highway terms by the LPA.

We fail to see how the new layout ensures that "Existing hedgerows are retained and enhanced wherever possible". In the case of "Important" hedgerow 3 (as detailed in our submission of the 6th August 15) the only way a footpath from the access point along School Lane to the edge of the site (as shown on the Indicative Layout and drawing SK21519-003) is to completely remove the

hawthorn section of hedgerow 3 and the holly section to allow for the service road and the footpath passing in front of plot 10.

This new Indicative Layout strengthens Marton Parish Council's view that the Applicant should not be granted planning permission, together with the reasons detailed in our submissions of 20th June, 6th August and 15th September.

Yours faithfully

Marton Parish Council