

North Ferriby Parish Council (NFPC) submits a Strong Objection to P.A. 20/03555/STPLF on the following grounds.

FAILURE TO CONSULT

The Applicant failed to Consult according to ERYC expectations on the major proposal before submission and since submission has only made a presentation which did not allow for full engagement with the Parish Council or residents in a meaningful manner.

LOCAL PLAN

The application is considered incongruous with the 2016 Local Plan and ignores the Local Plan expectation of The Long Plantation, Open Space and equivalent Landscaping area previously provided for and the PC maintains is extant under 08/30799/CONDET started by the then landowner when initiating the landscaping bund to the South of Plot E.

VISUAL

There is no North/South parallel comparison of the actual building height against the actual Long Plantation height.

Similarly there are no photo montages of the Westerly view from North Ferriby residents' gardens or from Melton Hill.

The Building will be visible through the Long Plantation to residents of Plantation Drive and The Triangle (Conservation Area) for the majority of the year and is therefore considered as totally over dominant.

This is an imposition of a totally imposing Industrial Scale Landscape in a rural area.

There is no fence around the site .

There are no details given for the expectation or otherwise for Corporate Identity imposition (e.g. cladding colour and illuminate signage) on the locality.

The scale of the proposal and 360 Degree floodlighting means elimination of any "night time" and dark skies.

ORIENTATION

This proposal is a "Copy and Paste" of the same function facility built in 2018/19 in Bowburn, County Durham, without any consideration toward making it acceptable to this locality.

The proposal promotes the stop/start queuing of 20+ HGVs, to enter the site through a 3 HGV wide gatehouse at the closest point to residents (150 metres away) with the inherent problems associated of 24 hour noise, privacy and security (no fence)

If given better consideration, rotating the building by 90 degrees would have alleviated many concerns. This would have placed the carparking provision facing the Long Plantation, removing the presence of HGV's and also having the beneficial effect of moving the more dominant building profile away from residents and putting the majority of HGV movements towards Brickyard Lane and facing a similarly approved facility

OPEN SPACE

The provision of the Bio-diversity Corridor means the applicant is assuming use of ERYC owned land to provide landscaping mitigation. This is not acceptable to NFPC – see the separate legal and independent professional advice communication to ERYC

The Parish Council are not assured that the Bio-Diversity bunds will not become a "Pleasure Park" for Mountain Bikers and Scramble Bikes – returning an historic noise problem to the area

TRAFFIC

It is becoming clear that communities in other parts of the country near similar distribution centres (Bowburn and Hoo) are suffering as a result of HGV activity associated with the sites.

At Bowburn, documents within the Planning Application dismissed the concerns of residents claiming that HGV's would not use local roads. This has not been the case. In Hoo, Kent, as highlighted recently in the national media, HGV's arriving early park in local streets away from the site have caused many problems including anti-social behaviour that impacts adversely on residents.

There is no reason to believe that this will not occur here. We see no plan within the application for preventing it

There is no provision for HGV's that arrive early wait and for drivers who have exceeded their permitted hours to rest? There are no appropriate welfare facilities located, other than for those drivers who have successfully passed the gatehouse

The HGV entrance is via the NE corner of the site and they will queue down the West side of the building to gain entrance to the site, however the welfare facilities for the drivers are on the SW corner of the site. How will the drivers be prevented from using the woods as a toilet facility? If this does happen who pays for the clearance of this mess and Public Health issue.? Further Brickyard Lane does not have parking or HGV turning space to allow drivers to park/use the applicants welfare facilities

Traffic flow rates projected for the GSJ does not appear to have been updated since 2000 and must now additionally include the increase that will come when Transwaste increases their intake by 250,000mt to reach the limit of their requested permit, the impact from Plot D and the new Police HQ

There is no report on the increased traffic through North Ferriby promised by the traffic consultants

TRAFFIC POLLUTION

NFPC were 'reassured' during the presentation that trucks would not be idling whilst in the queues waiting for entry to the site. How can this be enforced? Modelling must be carried out to verify the situation if the trucks do idle? Trucks waiting to cross the railway line on Gibson Lane idle and severely impact the local air quality – this will not only be a similar situation, but a permanent feature.

An update to the already high/breached South Hunsley NOx level is required to be added to table of existing receptors.

It has been stated that the school children walking to South Hunsley will be expected to walk directly next to the A63 to get to school and we believe NOx levels on this route will be breached with the increased traffic due to this development. A study of this needs to be included in the air quality report.

Also request clarity on the background levels of pollution due to traffic and confirmation that the new traffic data required by Highways England for 2020 and 2031 will be incorporated into the air quality background data.

NOISE

Following on from a question raised on the presentation evening, the Parish Council needs confirmation that the background noise levels used for the noise report were not taken during a period of abnormal background noise? Figures from December 2019 are not acceptable due to an accepted noise issue with another Melton West incumbent at that time

Will there be any conditions covering noise levels applied to any planning permission? During the question time any issues raised about specific noise levels were answered by saying that the LPA would set a noise management plan which would set restrictions on noise that can be created – is that really going to be the case?

What are the noise levels that are deemed acceptable at the edge of the site and in gardens and homes?
Will this be specifically conditioned?

What is the Lmax impact on the ability of residents to sleep? Will conditions be applied that limit Lmax during night time?

In the absence of this information NFPC demands a maximum 40dB at site Boundary (west of the Open Space) and 30db in any resident's home?

Reversing Bleepers must not be audible to any resident of North Ferriby from this site

In 2019 Wykeland objected to the building of 10 bungalows (19/01906/OUT) on Gibson Lane due to the dwellings being incompatible with the area's employment designation, mentioning the proximity of Plot E (which is ½ mile away from the bungalows). This application is hypocritically completely against that principle, with Wykeland now proposing to build a massive warehouse 150 metres from residential homes.

LIGHT POLLUTION

The Parish Council objects to the permanent 24-hour light emanating from the Goods in/Out roadway impacting on residents, particularly when it could have been limited to time switched low level car parking.

INADEQUATE INFRASTRUCTURE

There is no assessment by the applicant, or challenge apparent from ERYC, to ensure the welfare and parking needs of over 300 HGV's arriving / leaving from Plot D and E and in the absence of same the impact on residents and existing valued business on Melton West. This is not acceptable.

PRIVACY and SECURITY

HGV's queuing parallel to residents' homes and gardens are a clear loss of privacy and without a fence to the site increases security risk to residents

The lack of fencing means unfettered free access, with obvious vehicle accident risks for children, walkers and their off-lead dogs.

The Parish Council has a very serious concern on the safety of the general public and particularly children walking/cycling to/from South Hunsley School alongside the presence and associated nuisance/health risks from transient HGV parking.

The promoted approved "underpass" walkway to school is already ignored by Schoolchildren due to the threat of anti-social and abusive behaviour from others and the proposal make no attempt to remedy or correct this failing. As a result, there is an increased road safety risk from "overland" travel to/from School.

ECOLOGY

The Biodiversity corridor was proposed by Wykeland to be approved by YWT and ERYC, but there is no independent Ecological assessment for the proposals and for the impact on the Planting provision by the bund and the wider impact of Urban Wind in the lee of the building

There is no independent assessment for damage to the Long Plantation by the Bunded area of unknown dimensions

During the presentation it was mentioned that 'more land for bio-diversity was being explored with the end user'. The present proposal is not adequate.

There is concern that the direct impact on the ancient woodland and removal of the veteran trees has not been correctly assessed by the applicant. The Opinions of the Statutory and respected consultees must be accepted

The Parish Council contends the light pollution from the site will also impact on the bats and other wildlife in the woodland. It is not credible to believe that light reflecting from the building will not reach the

woodland and cause harm to the bats and other nocturnal wildlife. It is requested that a full assessment of this be carried out by ERYC biodiversity officer?

YORKSHIRE WILDLIFE TRUST/WYKELAND/ERYC

Whilst fully respecting the aim and intentions of the YWT, NFPC do not accept the responsibility for maintenance of the long Plantation and Open Space being transferred from Wykeland to a Charity dependent on voluntary contributions.

For instance, the Wolds Way passing through the Long Plantation must be maintained as needed, not in 5 years' time and similarly thereafter. The same principle applies to the safe reparation after any major tree damage and risk to the public after storm damage.

Responsibility for stopping "fly tipping" or abuse of the Wolds Way and Open Space by Mountain Bikers, Scramble Bikers is also not for a Charity with a limited budget to action.

At the end of any Lease the Long Plantation and Open Space returns to the full control of ERYC and must be fully legally compliant until and at this point. A Charity does not have the credibility/capability to be managing Access Right Licences with residents and the obvious "land grabs" already evident from adjoining residents. Unless proven otherwise legal and management responsibilities must remain with Wykeland with underwriting from ERYC in case Wykeland were to exit Melton West.

CONTAMINATION

There remains a perception with some residents that pollution of the soil, with heavy metals, exists from activities of the former Capper Pass smelting operations. Assurance is therefore sought that no evidence of this exists

CONSTRUCTION MANAGEMENT

Construction will take place over an 18-month period, however there were no details available for how this will be controlled or limited to maintain amenity. There must be a formal consultation of a Construction Management Plan with local residents. Specific issues to be considered are around hours of operation, weekends and bank holidays, site lighting, method of piling, dust suppression/ elimination during excavation work and movement of existing bunds, security, welfare facilities

GENERAL

Our Opinion is that ERYC Planning and Public Protection have to date completely underestimated and ignored the impact of the proposal on the locality and significant cost will be incurred by ERYC to manage the impact of this site and protect the current amenity of residents

NFPC request conditions applied to any planning permission be enforced with the associated legal costs to the applicant/end user as recent experience shows abject weakness by ERYC on enforcement.

There is no Employment and Training plan or explanation on the quality of the jobs promised to be created

SUMMARY

North Ferriby Parish Council object in the strongest terms possible to this opportunist "Copy and Paste" replication of a similar fulfilment centre as Bowburn County Durham onto this site with no consideration or recognition given to the total over dominance of the building and impact on the safety and wellbeing of the community. NFPC further is shocked by the apparent lack of understanding of the real impact of these facilities on the community demonstrated by ERYC officers and requests the Planning Committee Members to correct this failure and reject the application until appropriate impact understanding and mitigation is demonstrated