

Policy MELT-E – Land at Melton Park (43.46ha)

This site is allocated for employment development. Proposals will be required to:

- a. Demonstrate that new development will not adversely affect the amenity of neighbouring residential areas in terms of noise and pollution;
- b. Protect the character and ecological value of the plantation that runs along the eastern boundary of the site;
- c. Provide a substantial landscaped buffer to the western boundary;
- d. Incorporate good quality pedestrian and cycle routes; and
- e. Incorporate comprehensive Sustainable Drainage Systems

The addition of point a above is welcome, but North Ferriby Parish Council requests that it is modified to 'in terms of noise, air and light pollution'.

The current planning application (20/03555/STPLF) to establish a huge warehouse development at Melt E would be clearly contrary to this policy. Overwhelming evidence exists that has established that there will be an adverse effect to the community in respect of noise and pollution. This is likely to affect both the physical and mental wellbeing of residents.

What is absent from both the Draft Allocations Document and the Policies map is any recognition of the legally defined Open Space of approximately 40000sq. metres which runs along the western side of Long Plantation. This land was agreed under a section 106 Agreement between ERYC and Ashtenne Humberside No.1 Limited in October 2004 and subsequently confirmed as Grassland Open Space in a lease agreement between ERYC and St Modwen Developments (Hull) Limited in February 2008.

NFPC have legal opinion advising that the Open Space designation of this land means it cannot be classified as Employment Land and cannot be built on and thus should not be included as part of the illustrated employment land at Melt E.

NFPC requests that the Open Space is recognised and reflected as policy under Melt– E and removed from the area defined in the Policies Map.

Paragraph 36.1 states *'Its position adjacent to main road and rail links provides potential for multi-modal access to the City and Port of Hull'*

There is currently no access to the railway from the Melton Employment site however it is clear from these comments that there is consideration being given to future development to extend the railway provision, particularly the creation of sidings for industrial use. North Ferriby Parish Council has concerns about the lack of detail given to this concept in this document and request that more information is provided in the plan, as any development of the railway would have a significant impact on the village (particularly noise).

Paragraph 36.3 states *'Melton is identified in the Draft Strategy Document Update (2021) as a Key Employment Site. In total, over 62 hectares of land is allocated for employment uses at Melton, the vast majority of which has planning permission.'*

The strategy for delivery of industrial development land is flawed.

The need to extend the Humber Bridgehead site is identified with land to the southwest of it now allocated, but Melton West, nearer to residents in North Ferriby, Melton and Welton has been identified for large scale warehousing which is out of keeping with the amenity requirements of the residential environment.

Remuneration for storage employment is at lower end of pay scales and not compatible with the residential housing market surrounding Melton West i.e. North Ferriby, Melton, Welton, Swanland, West Hessle and Brough meaning employees will be travelling from Hull and further afield, with resulting increased pollution and with the employees reduced take home spend not necessarily being in the East Riding. Melton West's designation for B8 employment should be reversed to the previous B1, B2 classification.

Paragraph 36.5 states *'The area to the south of the railway line includes a diverse range of businesses. It will continue to have an important role for the economy, with appropriate expansion and re-development being supported through Policy EC1 and the sub area policies in the Draft Strategy Document Update (2021). These unallocated sites are less accessible and are constrained by the need to cross the railway line.'*

Why is there reference to 'the sub area policies' in relation to this area when this site is not located in such an area?

Currently the area to the south of the railway line nearest to North Ferriby, identified as MELT-6 has been screened out of the development area for this plan, however the above statement appears to contradict this and does not rule out development.

To ensure the protection of the amenity of the village from any potential future development of MELT -6, North Ferriby Parish Council request that a substantial strip of Open Space is created to distance the village from any industrial development and this is included in this and any future plan.

In the absence of a protective strip for the village we request that the development of this land is specifically excluded for the period of the local plan.