

Dr. M. Kenny and Mrs R. A. Kenny

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Dear SKDC Planning Officer,

**Reference: Regulation 18 Draft local plan: SKPR – 57 – land off Belton Lane
Plans for 628 new homes in Gonerby Hill Foot**

We would like to register our objections to the above development due to the following points listed below:

- **Landscape/Coalescence:** The development would reduce the important gap between the settlements of Great Gonerby and Gonerby Hill Foot, especially if the development is allowed to go beyond the 60m contour. This will have a significant impact on the settlements' identity. Coalescence is a substantial concern as the conurbation would become large and each area will lose its distinct identity.
 - The proposed development would lead to overdevelopment of the area leading to overcrowding which would be out of character of the area.
 - Belton House has previously noted that any development on this site will impact their heritage and culture. Due to the topography of the landscape, the new housing development will be visible from Belton House.
- **60m contour:** The current policy stipulates that no development can go beyond 60m contour. It is very clear this site goes above this and so if this is the case the net developable area will be reduced by a substantial amount and therefore unlikely to accommodate the indicative unit numbers of 628 houses.
- **Flood Risk:** The flood risk in the area will become inevitable and will only be exacerbated by extensive impermeable surfaces and climate change. The impact on the area will vast and it will have a significant impact on the pre-existing properties in the area (see map in appendix). Some of the new development and the access road into the development is going to have to be constructed over areas of high flood risk (see map in appendix). There would need to be extensive testing, a high level of mitigation factors with the inclusion of SUDS and adaptations to the current area to cope with the excess surface storage (there are currently two dry basins, one on Stephenson Avenue and one on Hazelwood Drive, which regularly become full during storm events with the current level of urbanisation) and perhaps insurance for pre-existing dwellings as well as

the need to meet the sequential test by the Council in line with the Planning Policy Guidance. Technically the site is far from straight forward particularly taking into consideration the site's topography and current drainage systems.

- **Accessibility:** By only using OS maps, the site appears accessible to a range of amenities. However on closer inspection, that doesn't appear to be the case. The land does not have any connections or ownership to any footpaths/cycleway links to the south of the settlement. Thus walking distances to local amenities will be an issue. This would make this a car dependent development. This goes against government and national policy and questions whether the site is sustainable and would increase noise and air pollution which would lower existing and new residents' quality of life. Without any connectivity to the settlement to the south this could mean long walking distances for children to walk. Without any meaningful connection to the settlement this will be a significant issue for the site and could impact children's safety when getting to school/into the development.
 - The proposed access in and out of the site will have a huge traffic impact and will put pressure on the existing highway network for both Great Gonerby and Gonerby Foot Hill. Due to the lack of pedestrian cycle connections most people will drive as a result and this would not be very safe for pedestrians.
 - In addition, the main access points are already inundated with vehicles, especially during busy times. There have been incidents of closures to the A1 leading to lengthy delays in the area. This would only be exacerbated by the addition dwellings, leading to more danger for pedestrians (in what we have already noted is a car dependent development).
 - The main access points are on steep topography. There will be issues during poor weather and issues with sustainable transport options such as bus routes.
 - The current junction between Newark Hill and Belton Lane (A607) has a weight restriction. The excess traffic, including construction traffic will be in excess of this weight limit.
- **Local amenities:** As primary school placements are often offered using the 'nearest school' calculation, there would not be enough school placements at the local primary schools. The 'nearest school' would be Cliffedale Primary School based on the calculation and this again would lead to a car dependent development as there are no viable walking routes.
- **Pollution:** As the development will be a car dependent development, the site itself becomes highly unsustainable. The increase in cars would lead to more nitrogen oxide in the area which is a greenhouse gas. This would lead to high levels of air pollution and of which are also hygroscopic leading to more cloud condensing nuclei. Due to the increase in anthropogenic sources (as well as the topography and construction), it is likely the area will experience more convectional rainfall, exacerbating

the aforementioned flood risk issue.

-The construction will lead to years of visual and noise pollution and thus local residents quality of life will be affected, such as those like Dr Kenny with autism.

-A substantial increase in vehicles leading to an increase in air pollution in the area.

-During the construction Particulate Matter (PM) would increase as the dust, demolition, construction and vehicles would all increase PM which will impact on local residents air quality (Bergdahl *et al*, 2004). As the WHO and the UK government stipulate, PM is a serious concern to local residents. As the development is extensive, PM will be a serious concern for years.

- **Biodiversity:** As the site is currently a greenfield site there are an array of habitats and species currently living within the area. The list of priority habitats and species in England (Section 41 habitats and species) include some species which are currently found in the proposed development site e.g. sky larks and bees amongst other species such as sparrow hawks, red kites and certain trees which have characteristics of ancient trees. As a public body, the council have a 'Biodiversity Duty' to protect these species and their conservation is a consideration. This coincides with the National Planning Policy Framework who state that brownfield land should be prioritised for development as greenfield sites have high environmental importance.

We would also like it to be made of note that we moved in to this property less than one year ago. Our searches came back with no mention of this planning proposal. The view from our house, the peaceful nature of the area and the high level of environmental sustainability was a significant factor in the purchase of our house. If this proposal would have come back on our searches, there is a strong chance we would not have made this purchase due to the impact on our quality of life.

Yours faithfully,

Miles and Rachael Kenny.

Appendix.

Proposed flood risk area map

