RESUBMISSION OF OUTLINE PLANNING APPLICATION FOR AFFORDABLE/LOW COST HOUSING (24 NO. UNITS)

LAND AT DINTING ROAD, DINTING, GLOSSOP

PLANNING, DESIGN AND ACCESS STATEMENT

Submitted on behalf of
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Ref. C/2926

1.0 INTRODUCTION

1.1 Background

1.1.1 This statement is made in support of the resubmission of outline planning application (ref: HPK/2010/0118) for 24 units of affordable/low cost housing on land at Dinting Road, Dinting, Glossop. It seeks to address the previous reasons for refusal and demonstrates the viability of the proposals despite the current economic climate.

1.1.2 Indeed the key concern expressed by members during consideration of the previous application was whether the scheme would be genuinely able to move forward in a viable fashion. This resubmission is accompanied by a Feasibility Statement incorporating a financial appraisal to demonstrate that this is indeed the case.

1.2 Site Context

1.2.1 The site consists of a triangular piece of land extending to some 0.65 ha and currently in use as a Pay and Display car park for the adjacent Dinting Railway Station.

1.2.2 The site is laid out as hardstanding and is contained by existing vegetation on two sides, with the third to Dinting Road demarcated by a simple fence and an entrance and exit. It falls away to the south east of Dinting Road. A site check report accompanies the application and demonstrated that grand contamination of the site is highly unlikely.

1.2.3 The site includes a pay machine for the car park and all day parking for rail users is £1. Notwithstanding this, the car park never has more than 8-10 vehicles within it, whereas there is space for well over 100. Parking of some 40-50 cars usually takes place adjacent to the railway station.

1.2.4 To the east, the site is closely related to the railway station and associated buildings, including several dwelling houses. A footpath runs along this boundary and into an are of overgrown land to the south which is also under the control of the applicant.

1.2.5 To the south west, the land is open although there is a series of informal paths across it, and a statutory right of way markets the western boundary of the site.

1.3 Description of Development

1.3.1 The site is to be developed with 24 units of affordable/low cost housing, accessed off a central access way from Dinting Road. There will also be a small area available as

retained parking adjacent to the railway station. It is not envisaged that there will be a charge for this parking.

1.3.2 The proposed dwellings will be a mix of sizes to reflect local needs.

1.3.3 Sixteen of the properties will be laid out in terraces of four units along the western boundary of the site, whilst there will be a crescent of eight properties to the east.

1.3.4 Each property will have its own private garden space and parking.

2.0 PLANNING POLICY

2.1 Planning Policy Context

2.1.1 This section provides a summary of the national, regional and local planning policy context for the proposed development.

2.1 National Planning Policy

2.1.2 PPS3 (Housing) sets out the government's priorities for new housing. It maintains that the planning system should deliver:

- High quality housing that is well-designed and built to a high standard.
- A mix of housing, both market and affordable, to support a wide variety of households in all areas.
- A sufficient quantity of housing.
- Housing developments in locations which offer a good range of community facilities and with good access to jobs, key services and infrastructure.

2.1.3 The importance of good design is emphasised. It is stated that design which is inappropriate in its context, or which fails to take the opportunities available for improving the character and quality of an area should not be accepted.

2.1.4 Matters to consider when assessing design quality include the extent to which the proposed development:

- Is easily accessible, well-connected to public transport, community facilities and services, is efficiently laid out, safe, accessible and user-friendly.
- Provides good access to a range of public open space (including play space) as well as private outdoor space.
- Is well integrated with and complements neighbouring buildings and the local area in terms of scale, density, layout and access.

- Facilitates the efficient use of resources and seeks to adapt to and reduce the impact of, and on, climate change.
- Takes a design-led approach to the provision of car-parking space, that is well-integrated with a high quality public realm and streets that are pedestrian, cycle and vehicle friendly.
- Creates, or enhances, a distinctive character that relates well to the surroundings.
- Provides for the retention or re-establishment of biodiversity.

2.1.5 Where viable and practical, Local Planning Authorities should consider allocating and releasing sites solely for affordable housing, including using a Rural Exception Site Policy.

2.1.6 PPS7 (Sustainable development in rural areas) seeks to promote more sustainable patterns of development through a range of measures, including focusing most development in, or next to existing towns and villages.

2.1.7 Planning authorities should set out policies for allowing some limited development next to rural settlements that are not designated as local service centres, in order to maintain the vitality of these communities.

2.1.8 PPS13 (Transport) was issued in April 2001. It encourages development which is in accessible locations and reduces the need for travel by car.

2.2 Regional Planning Policy

2.2.1 Regional Planning Guidance for the East Midlands [RPG8] was issued in January 2001 and became the Regional Spatial Strategy [RSS] by virtue of the Planning and Compulsory Purchase Act 2004. A revised plan was published in March 2005 and provided a broad strategy for the East Midlands up to 2021. This however, has now been replaced by the East Midlands Regional Plan. The current version was published in March 2009, following a consultation period, and provides a broad development strategy for the East Midlands up to 2026.

2.2.2 The current plan sets out priorities for the environment, transport, infrastructure, economic development and housing. Relevant policies are outlined below:

- Policy 1: Regional Core Objectives – supports development which promotes economic prosperity, employment opportunities, regional competitiveness and improves accessibility to jobs.

- Policy 2: Better Design – encourages design led approaches which take account of local character and minimise energy use.

- Policy 3: Distribution of New Development – encourages that development should aspire to shorten journeys and facilitate access to jobs and services.

- Policy 43: Regional Transport Objectives – An emphasis will be placed upon development that will assist in reducing traffic growth across the region.

- Policy 45: Regional Approached to Traffic Growth Reduction – encourages development that reduces the need to travel.

2.2.3 The recent Cala Homes challenge at least temporarily reinstated the RSS as part of the statutory development plan.

2.3 Local Planning Policy

2.3.1 Section 36[8] of the Planning and Compulsory Purchase Act 2004 requires that when determining planning applications, local planning authorities must determine the application in accordance with the development plan unless material considerations indicate otherwise.

2.3.2 The High Peak Local Plan was adopted in March 2005. Under the provisions of the Planning and Compulsory Purchase Act 2004, policies in the Local Plan were valid for a period of 3 years. Local authorities were invited to apply to the Secretary of State to 'save' selected local plan policies beyond this period. Accordingly, the following policies of relevance have been saved for development control purposes within the borough:

2.3.3 Policy GD4: Character, Form and Design states that planning permission shall be granted provided that its scale, siting, layout, density, form, height, proportions, design, colour and materials of construction, elevations and fenestration and associated engineering, landscaping or other works will be sympathetic to the character of the area, and their will be no undue detrimental effect on the visual qualities of the locality or the wider landscaping.

2.3.4 Policy GD5: Amenity requires that proposals do not create an unacceptable loss of, or suffer from unacceptable levels of, privacy or general amenity by reason of overlooking or a loss of light and sunlight, pollution or traffic safety and generation.

2.3.5 Policy GD6 Landscaping states that planning permission will be granted for development provided that where appropriate, it contains a high standard of hard and/or soft landscape treatment in keeping with the character of the area. This is to include the integration of existing features and the use of native species suitable to the location. Conditions will be imposed, and/or planning obligations sought, to ensure that appropriate steps are taken to maintain and manage landscaping features.

2.3.6 Policy GD7 Crime Prevention supports development, provided that its design, layout and landscaping will help create a safe and secure environment and minimise the opportunities for crime to be committed.

2.3.7 Policy OC1: Open Countryside seeks to direct development to the existing built up areas, stating planning permission will only be granted for development which is integral to the rural economy and which can only be carried out in the countryside.

2.3.8 Policy OC4: Landscape Character and Design - states that permission will be granted for development that is considered appropriate to its surroundings and has been designed appropriately with regards to the character of the landscape.

2.3.9 Policy H9: Affordable Housing For Local Needs states that the Council will negotiate with developers to ensure the provision of a proportion of affordable housing for local needs in new residential development schemes. In relation to the larger settlements this policy will apply on either sites of 0.5 hectares or more; or development of 15 dwellings or more. There is no set percentage requirement, the policy simply stating negotiations will be undertaken on the basis of the following criteria:

- the level and type of affordable housing needed in the area, having regard to the council's most up-to-date analysis; and proportion of affordable housing; and proven site development constraints, including the level of new infrastructure required; and
- the proximity of local services and facilities and access to public transport.

2.3.10 Policy H10 Rural 'Exceptions' Affordable Housing For Local Needs states that where there are no suitable opportunities within the Built-Up Area Boundary for affordable housing to meet local needs, Planning Permission will be granted exceptionally for small residential development schemes adjoining the Built-Up Area Boundary of villages, provided that:

- the development will meet a demonstrable local need for affordable housing; and
- the site lies outside the Green Belt and Special Landscape Area

2.3.11 Policy H11 Layout and Design of Residential Development encourages good design in new developments.

2.3.12 Policy TR1 Transport Implications of New Development supports new development provided that it seeks to reduce the need to travel, widen transport choice for people and goods and integrate transport and land use.

2.3.13 Policy TR5 Access, Parking and Design requires new development to make safe and appropriate provision for access and egress by pedestrians, cyclists, public transport users and the private car as well as providing adequate parking and manoeuvring space within the development.

2.3.14 The draft Core Strategy was issued in June 2010. Of most relevance is draft polcy CS15 which states:

Exception Sites

In exceptional circumstances, proposals for affordable housing on sites that would not normally be released for housing development will be supported provided that:

The development is of a size and type which can be justified by evidence of need from a local housing needs survey.

The affordable/low cost housing would meet a genuine local need as defined in the Core Strategy.

There is reasonable access to at least a basic range of services and facilities appropriate to the form of housing proposed.

Appropriate safeguards are put in place that ensures that the housing will remain affordable/low cost for successive occupiers in perpetuity.

The site is located within or adjoining the built framework of the settlement.

The development takes full account of environmental considerations.

3.0 EVALUATION

3.1 Introduction

3.1.1 The key planning issue in respect to this application is the suitability of the site itself for affordable/low cost housing and the look of suitable alternatives. If the site can be shown to be suitable for affordable/low cost housing, the other issues are considered to be matters of detail and relate specifically to the design and layout of the proposed development.

3.2 Suitability of the Site for Affordable/low cost Housing

3.2.1 It is accepted that the proposed development site lies in an area that is designated in the local plan as being Open Countryside where development is not normally allowed. It is also accepted that the site does not immediately adjoin an existing settlement boundary.

3.2.2 The site does have some significant benefits in respect of its proposed development and it is considered that in this instance, these outweigh any constraints.

3.2.3 First of all the site is clearly previously developed, having been laid out with hardstanding to provide a car park for the adjacent railway station. However, the scale of the car park is far in excess of that required to serve Dinting Station and well over 95% of the car is permanently unused. Indeed, if there had ever been a serious intention to ensure that the car park was indeed utilised, there would have been parking restrictions imposed upon Dinting Road itself and the adjacent entrances to the railway station. No such restrictions have been or are intended to be applied.

3.2.4 The site therefore lies as a significant area of previously developed land with no viable use. In its existing form, it detracts from the character of the adjacent countryside.

3.2.5 Secondly the site has access public transport and footpaths that is likely to be almost unrivalled elsewhere in High Peak Borough. It lies immediately adjacent to Dinting Railway Station allowing residents to quickly travel to the conurbations of Manchester and Sheffield without the need to use private cars, whilst it also lies on a busy bus route between Glossop and Hadfield with stops almost immediately outside of the site.

3.2.6 To the south are public footpaths running downhill towards the heart of Glossop which will also encourage future residents not to use the private car. This includes paths towards the nearby Dinting Industrial Estate where a recent planning approval means that there will be some 50-80 jobs being created, primarily for local people.

3.2.7 In respect of accessibility to shops and services, the site lies only a short distance from Hadfield where there are shops and schools within an easy walking distance. In this location, Dinting Road has a full pavement making sure that it is perfectly safe for pedestrians to walk along it. It is also only a short walk into the built up area of Glossop to the east. In respect of any risk of coalescence with Dinting to the south west, the recent planning approval to expand Dinting Lodge Industrial Estate requires the creation of a large area of open space to be managed for ecological purposes. This will ensure that there is no more growth in either direction and ensure a substantial green break is maintained between the built up areas.

3.2.8 It is therefore considered that there are substantial locational benefits to the site which make it fit the criteria of sustainability required by national and local planning policy.

3.2.9 Turning now to the strict application of policy, it has already been accepted that the site is not suitable for open market housing. However, planning policy encourages the development of suitable sites in the countryside where there is a need for affordable/low cost housing in line with the rural exceptions policy.

3.2.10 The High Peak Local Plan sets out its approach to Rural Exceptions in Policy H10. This supports the development of Rural Exceptions sites provided that they adjoin existing settlements of under 3,000 persons and fulfil the following criteria:

- the development will meet a demonstrable local need for affordable/low cost housing; and
- the site lies outside the Green Belt and Special Landscape Area

3.2.11 However, this policy was adopted in 2005 and in many ways has been superseded by further policy guidance in PPS3 and PPS7 which encourage rural exception developments under a less restrictive framework.

3.2.12 Looking at the strict application of Local Plan Policy H10, it would only apply to those smaller settlements within the Borough with a population of less than 3,000 persons. This seems to indicate that either the larger settlements have no affordable/low cost housing needs or that such developments can adequately be accommodated on sites within the settlement boundary or as part of market housing developments.

3.2.13 Given that the policy was adopted in 2005, and the housing need for Glossopdale was identified in 2007 [Table 8.6a Summary of Housing Needs by sub-area 2006/7 – 2010/11, Derbyshire Dales & High Peak Joint Housing Needs Survey] as requiring 86 dwellings per annum to reduce the backlog in the shortfall of supply with a further 274 dwellings per annum required to address newly arising needs, it is clear that the policy has not worked. Indeed, the survey only identifies a supply of 151 units per annum [the survey having been undertaken prior to the collapse of the housing market meaning that the supply is in fact likely to be significantly less] resulting in an annual shortfall of 209 units per annum. In order to adequately meet the housing needs of the local area, it is therefore necessary to expand the area of search to include other sustainable locations and not just those within the settlement boundary of the larger settlements or immediately adjacent to the settlement boundary of the smaller settlements. Such an approach is not ruled out by national planning policy that has been issued since the adoption of the local plan which has even led to Inspectors accepting that rural

exceptions can be acceptable in green belt locations, contrary to the High Peak Local Plan.

3.2.14 In this respect, the three major factors that should be assessed in expanding the area of search are accessibility, sustainability and timescale. Provided that both factors are adequately tested against any potential development site, and where there is a demonstrable housing need to serve a local area, such sites should be considered suitable under the national interpretation of rural exceptions sites rather than the now somewhat dated local plan definition.

3.2.15 In the case of the application site, the accessibility has been demonstrated as being on a par with any urban development site whilst in sustainability terms as a highly accessible area of previously developed land which has no other value and serves no other purpose, it is considered that there are no more suitable sites available within the local area.

3.2.16 Finally, in respect of timescale the site is immediately available, would be wholly developed for affordable/low cost housing and could have units completed by the end of 2011 meaning that it can make an immediate contribution to local affordable/low cost housing needs which is preferable to relying on larger scale market housing schemes in a fragile and volatile market bringing affordable/low cost houses forward over a very long timescale at some unknown time in the future.

3.2.17 Furthermore, the preferred area of search for urban expansion is located some way from the application site and will take many years to pass through the LDF system before any development can take place.

3.2.18 It is therefore clear that there are substantial benefits to the development of this site for affordable/low cost housing and it is perfectly reasonable to support this form of development on this site at this time.

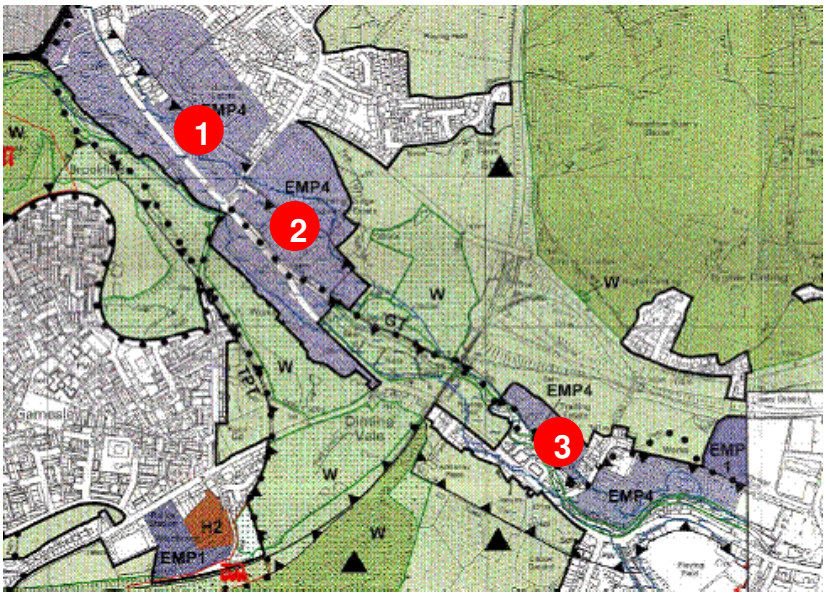
3.2.19 A separate Housing Need Statement has been submitted with the application and provides further detail on the specific need for affordable/low cost housing in the local area.

3.3 Look of Alternative Sites

3.3.1 There is clearly a need for affordable/low cost housing in the vicinity of the application site. The 24 units proposed in this application will make a major contribution towards this need.

3.3.2 The alternatives are listed. If reliance is left to the delivery of affordable/low cost houses on market housing sites, given recent rates of housebuilding in High Peak and elsewhere, the reality is that there is absolutely no prospect of meeting the demand for affordable/low cost housing in High Peak. Indeed at 30% for larger sites and 20% for smaller sites as set out in the draft Core Strategy, it would take a development of 80 units or several smaller developments totally 120 units to facilitate this many units. In the current market and with low build rates this equates to possibly 4 – 5 years as a minimum, whereas this scheme will be likely to be completed in about 12 months.

3.3.3 Furthermore it is not as though there is an abundance of redundant brownfield industrial sites available for solely affordable/low cost housing development in the local area. The extract below from the current local plan identified a number of industrial sites all of which are protected by Policy EMP4 and all of which are critical to the local economy.



3.3.4 Site 1 is the Brookfield Industrial Estate. This contains a range of businesses including Aim Engineering and Ink Technologies UK Ltd. The Estate is very busy and there is no prospect of wholesale redevelopment for residential use.

3.3.5 Site 2 is the premises of Carpenter plc. Carpenter is a multi-national company which manufactures foam mattresses and carpet underlay. The company has recently obtained planning permission for a substantial extension to the site which is the UK headquarters of the business. There is no prospect of the site being available for redevelopment.

3.3.7 Site 3 is the Dinting Lane Industrial estate which contains businesses such as Trojan Services. Again, the estate is very busy and in high demand and there is no prospect of land becoming available for residential development.

3.3.8 It is therefore concluded that no alternative brownfield sites are available.

3.4 Other Planning Policy Issues

3.4.1 Given the argument that the use of the site for affordable/low cost housing is acceptable, there are a number of other policies that it is pertinent to address, in order to demonstrate the appropriateness of the proposed scheme of development.

3.4.2 The key strands of the remaining planning policies can be summarised as requiring that new development:

- Should be of a good character, form and design;
- Should ensure residential amenity;
- Should provide appropriate landscaping and integrate development into the surrounding landscape;
- Should ensure crime prevention;
- Should only take place in the open countryside where it would benefit the rural economy and can only be carried out in the countryside;
- Should seek to reduce the need to travel and integrate transport and land use; and;
- Should make appropriate provision for access and parking.

3.4.3 In respect of the character of the proposed development, this is an architecturally designed scheme of good quality housing built to at least Sustainable Homes Code 3 standard of a modern design that draws upon some of the traditional values of local architecture. As such it meets the requirements of planning policy.

3.4.4 The residential amenity of future residents will be maintained by its open and attractive character alongside the relationship of the dwelling houses which are off set to provide sufficient privacy for future residents.

3.4.5 In respect of landscaping, the site lies close to an area that has recently been granted planning permission for an extension to a factory unit [Carpenters]. This permission requires the implementation of an ecological management scheme to preserve and enhance the existing grassland environment, together with appropriate new tree planting. The landscaping on the site, which will be the subject of a planning condition will consist of native species and will compliment the works on the adjacent site in order to provide a significant improvement to the biodiversity of the local area.

3.4.6 The proposed development also takes full account of the advice given in Secured by Design with all public areas being open and able to be the subject of surveillance from the dwellings and no parking areas being out of site.

3.4.7 In terms of development in the open countryside, the development will benefit the rural economy by providing affordable/low cost accommodation for local people who otherwise would not be able to continue to live and work in this rural area, whilst there are no alternative sites available or viable within the adjacent built areas such that a countryside location is essential to the success of this development.

3.4.8 The development wholly embraces the policy prerogative of ensuring residents can have a choice of travel modes and integrating transport with land use. With an adjacent railway station and bus routes, together with excellent footpaths to the nearest centres, the site represents one of the most integrated sites between development and transport that are available for development within the entire Borough. There is also adequate provision made within the site for parking and turning in accordance with the Council's own maximum standards.

3.4.9 Overall, it is therefore clear that the proposed development accords with the remaining key strands of planning policy and that, if the argument in respect of the site's suitability for affordable/low cost housing is accepted, other planning policies are also addressed in full.

4.0 DESIGN AND ACCESS STATEMENT

4.1 Introduction

4.1.1 This section of the report sets out the design philosophy behind the proposed development. It has been structured in accordance with CABE's 2006 guidelines on design and access statements and meets the statutory requirement for such a document to be submitted with the application.

4.2 Opportunity

4.2.1 The proposed development represents an opportunity to provide much needed affordable/low cost housing to cater for the needs of local people, on an underused area of land immediately adjacent to a railway station and bus route.

4.3 Key Principles

4.3.1 The aim from the outset has been to respect the appearance and setting of the surrounding area whilst providing a high quality development that provides a high quality living environment in a sustainable location.

4.4 Amount and Use

4.4.1 Due to an identified need for affordable/low cost housing in the local area, the fact that no other potential sites have been found to meet this need, and that the site has excellent public transport connections, it is considered that the proposed use is by far the most suitable for the site.

4.4.2 In respect of the amount of the development proposed, the nature of the site is such that leaving an area undeveloped would serve no purpose and would not allow any alternative forms of development to take place.

4.4.3 The overall requirement for affordable/low cost housing in the local area is such that the development will not meet all needs but will provide a substantial contribution towards the overall affordable/low cost housing requirements for the local area. All of the properties are proposed to be three bedroom making them suitable for singles, couples and small families.

4.5 Layout

4.5.1 The scheme has been developed as a direct response to the characteristics and constraints of the site, with properties arranged to provide an attractive and active front to the site, whilst being set back at sufficient distance from the main road and with a private access road to ensure there are no significant noise or safety issues for future residents. Private gardens are provided to the rear of each unit.

4.5.2 The layout follows the line of the existing road within the site. It is desirable to keep this arrangement due to the relatively narrow nature of the site, and to provide an identifiable western boundary towards the open countryside beyond.

4.5.3 Retaining structures will be used at the rear of properties arranged on the western area of the site, with steps down to the garden areas below. While this has largely been incorporated as a response to site levels, it also adds a degree of interest to the dwellings and their outdoor spaces.

4.5.4 Those dwellings laid out on the eastern area of the site are more constrained in respect of the available developable area and thus are to be laid out in a crescent arrangement which respects the contours of the site. To the rear of these a footpath will link into the existing public footpath network and there will be a retained area of station parking beyond.

4.5.5 Contrary to the Officer's view, this layout is entirely appropriate for a high density development of this nature and will ensure a viable development that generates a sense of community.

4.6 Scale

4.6.1 All of the proposed properties are to be two storey in height to reflect the predominant scale of housing in the local area. The site does fall away to the west and maintaining two storeys across the site will help the development to integrate into the landscape, with the tallest area of the site, the east being closest to the adjacent development and railway bridge which are dominant features in the landscape.

4.7 Landscaping

4.7.1 Due to the small scale and triangular shape of the site adjacent to a busy road, it is not feasible or appropriate to incorporate amenity open space or children's play facilities as part of the scheme. However, the applicant is willing to allow the Parish Council to provide allotments in the area of land to the immediate south of the development site. This would be facilitated by an access and small parking area within the site and would

be the subject of a legal agreement. This would more than compensate for any on site provision. Furthermore, it is understood that there will be public access available on an informal basis on the private land to the east as part of the mitigation strategy for the development at Carpenters. This will ensure that future residents have more than adequate access to open space.

4.7.2 All properties will have private gardens to the rear. A combination of appropriate soft and hard landscaping to the front of the site (defining car parking spaces and entrances) will ensure the development has an attractive frontage and is integrated effectively into the landscape.

4.7.3 The development site itself contains no trees, being wholly laid out to hard standing. New native tree species will be planted to soften the appearance of the development and tie it to its surroundings and particularly the works on the land to the west. Overall, the landscape design for the site will be relatively informal in style. This will create a more natural appearance that is in keeping with the characteristics of the surrounding area and be considerably more attractive than the existing bland appearance of the site/

4.7.4 Landscape planting on the site will be to an agreed scheme with an emphasis on screening the site and integrating it with the local landscape.

4.8 Appearance

4.8.1 The proposed development has not sought to replicate the form and materials of the adjacent buildings at the railway station. Instead, materials have been chosen that will complement the vernacular architecture with reference to other successful residential developments on Dinting Road and elsewhere. This ensures that the development will sit comfortably in its environment and maintain local character.

4.8.2 The external treatment of the dwellings is subject to agreement but it is intended to use different colours of render and imitation stone to break up the mass of the development. Other features such as front facing gables on the properties, window detailing, landscaping and the variation in final site levels will also serve to add interest to the scene, drawing the eye in different directions and creating character within the development.

4.8.3 The materials will pay regard to the character of some of the properties within the local area. The render and imitation stone will be complimented by stone or imitation stone

window cills (subject to sample approval). The roof covering will be a slate or slate look a like finish to an approved sample.

4.8.4 The final design will be the subject of further discussions with the Local Authority.

4.9 Access

4.9.1 The access considerations that have been followed in the design of the development are drawn from PPG13, RSS and the Local Plan. Account has also been taken of the relevant building regulations and the Disability Discrimination Act [DDA] which has been incorporated, as appropriate, in design of the buildings. The detailed design of the properties will allow properties to meet 'Lifetime Homes Standards' as well as Code 3 Sustainable Homes status.

4.9.2 The development will provide suitable levels of on site parking (on driveways), with one car parking space allocated to each property. This is within the limits suggested in RSS and reflects the site's location in close proximity to a railway station and local bus routes. It provides a balance between there being sufficient parking to serve the needs of local residents and encouraging the use of more sustainable modes of transport.

4.9.3 In accessibility terms the site therefore more than satisfies all relevant criteria set out in national, regional and local planning policy, and in fact is one of the most accessible available development sites within High Peak Borough.

5.0 CONCLUSION

5.0.1 This application seeks permission for 24no. affordable/low cost dwellings to meet an identified local need that cannot be addressed by other means. The size and type of dwellings has been chosen with reference to the current and future needs of local people. As such, it complies with local housing policy.

5.0.2 The detailed design of the scheme as shown on the application drawings and further discussed within the Design and Access section of this Statement has been well conceived and will ensure the natural beauty of the landscape and surrounding area is preserved.

5.0.3 The accompanying Viability Statement demonstrates that the dwellings can be developed in a viable manner that ensures their availability for local residents in perpetuity.

5.0.4 Further the applicant is willing to lease the adjacent land to the Parish Council for use as allotments.

5.0.5 In light of the above, it is considered that the proposed development complies with the spirit of planning policy and planning permission should therefore be granted.