

Burnett, James

From: Planning Comments (HPBC)
Subject: FW: Objection to HPK/2017/0247 - Large scale planning application in Whaley Bridge
Attachments: Barratt Homes Objection.docx

From: Russell Broome
Sent: Thursday, July 20, 2017 6:39 AM
To: Lomax, David (CLLR); Thrane, Emily (CLLR); Barrow, Alan (CLLR); Dowson, Lance (CLLR); Flower, Samantha (CLLR); Kappes, John (CLLR); McKeown, Robert (CLLR); Oakley, Graham (CLLR); Robins, Daren (CLLR); Todd, Jean (CLLR); Wharmby, Jean (CLLR); Young, Stewart (CLLR); Planning Comments (HPBC); Colley, Jane
Cc: Whaley Bridge Matters
Subject: Objection to HPK/2017/0247 - Large scale planning application in Whaley Bridge

Dear All

Please find my objection letter and supporting photos attached.

Jane Coley - Please confirm that this has been recieved.

Many thanks and kind regards,

Russ Broome

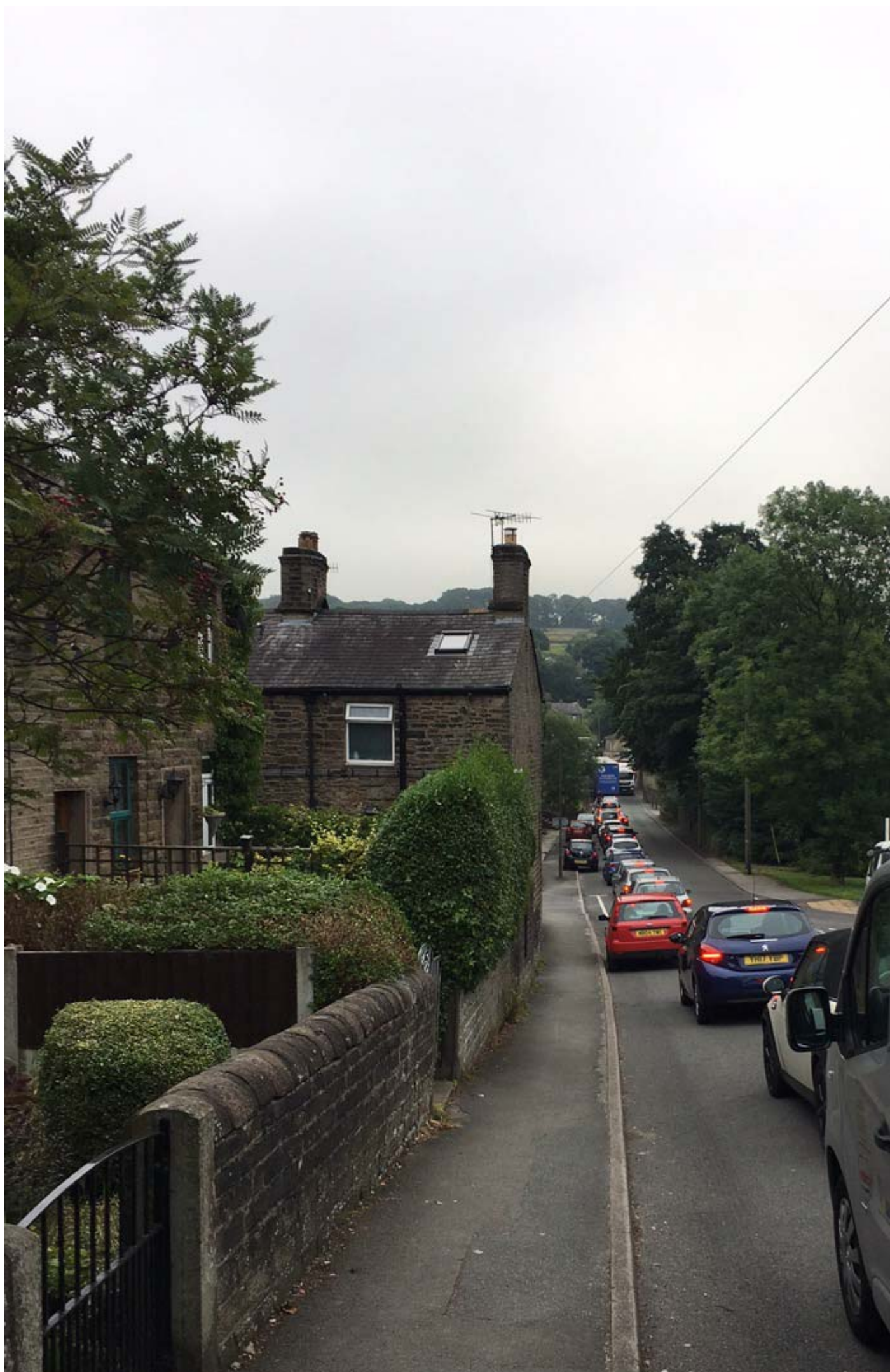
70 Macclesfield Rd

















I wish to submit my objections to the proposed large scale planning application in Whaley Bridge (HPK/2017/0247).

Consultation process

- Once again the consultation period has been scheduled to take place whilst large numbers of people are away on holiday – Is this a pre-planned method to limit responses?
- The application contains a large number of technical documents that require significant amount of time to review and understand – this is extremely difficult for a layperson to complete in such a short period of time
- Barratt Homes have vast amounts of time to prepare their submission (including meetings with HPBC), why are the public only provided minimal time?
- HPBC have already caused confusion and provided multiple end dates for the consultation period:
 - HPBC consultation letter states 21 days from letter date (22 June) = 13 July
 - Planning notices put up around the site state 21 days from notice date (3 July) = 24 July
- HPBC have obviously not learnt lessons following the LGO's review of Whaley Bridge Matters complaint ([15012948](#)) of HPBC's handling of the original outline planning application.
- A number of key consultees appear to be missing:
 - United Utilities (as the down stream water company)
 - National Park (as advised by Natural England in their [comments](#))
 - Traffic Department at Derbyshire County Council
 - All emergency services
 - Peaks and Plains Housing Trust
- Unfortunately I do not see sufficient evidence to suggest that HPBC are able to handle this application correctly and fairly.

Access

- The application must be rejected on this point alone as sustainable and safe access to the site cannot be provided:
 - Linglongs is a narrow road unable to handle traffic for a site of this size
 - The use of this road for access is not legal and will not be able to support the traffic generated by the site or indeed construction vehicles
 - In fact a planning application at Taxal Lodge was rejected by HPBC as Linglongs wasn't deemed able to safely to handle the increased traffic – what has changed since then?
 - The suggested second access road halfway of Macclesfield Road is even more dangerous. The junction is on an inclined blind bend and will inevitably lead to accidents.
- Access was withdrawn from the outline application, as Gladmans were unable to provide safe access to the site – what has changed since then?

- The new planning application does not provide any additional information on how safe and sustainable access can be provided for the site – so how can the application be approved?
- Frustratingly, the materials submitted don't even provide a clear, succinct report as to how access will be provided to the site; some documents mention 2 access roads and some only one – how can HPBC make a decision with this poorly produced application?
- Finally, one of HPBC's Local Plan Policy CF6 principle outcomes is: *"New development in accessible locations"* – If the site cannot be safely accessed then this application should be rejected!

Roads & Safety

- HPBC Local Plan Policy CF3 states: *"New development will only be permitted where the infrastructure necessary to serve it is either available, or where suitable arrangements are in place to provide it."* – Macclesfield Road and the surround infrastructure cannot handle the increase levels of traffic, therefore this application should be rejected!
- The other HPBC Local Plan Policy CF6 principle outcomes are:
 - *Provision of new sustainable transport measures to increase accessibility*
 - *Measures to promote create safer road conditions*
 - *Identification of impacts of development on highways and transport and necessary mitigation measures*

The site cannot meet these outcomes and should therefore be rejected!

- At peak times of the day the Macclesfield Road becomes gridlocked (see attached pictures).
- As you can see large lorries cut through the village cause long tailbacks and halt the movement of traffic.
- These current issues have stopped emergency vehicles being able to reach their intended targets.
- Macclesfield Road already has issues with speeding and dangerous driving, my partner's car was recently struck whilst she was putting our 2 children into the car (Police Report #252 20June) – Any increase in traffic increases the risk of these incidents becoming something much worse
- I have also attached the views I have of Macclesfield Road from the pavement outside my house (note it is less than 60cm wide) – It is very difficult to leave the house with a pram / children and any increase in traffic will exacerbate this issue.
- A recent [traffic survey](#) conducted by our new MP also highlights the wider issues with traffic around Whaley bridge
- In fact, a [consultee response letter from Derbyshire County Council](#) in relation to the proposed large scale planning application on land associated with Elnor Farm in Whaley Bridge (HPK/2016/0516) states that the Macclesfield Road/Buxton Road/Chapel Road traffic light junction is already operating over capacity, which is creating large tails backs – If the system is already at breaking point what will the impact be of more housing?

- A number of large housing estates have popped up over the last few years and these alone are increasing the stress on the road infrastructure – The addition of the Macclesfield Road site will just lead to total gridlock on Macclesfield Road and in Whaley bridge
- Will it need the loss of life (accident / blockage of emergency vehicles) before someone sits up and takes note? – I will be the first to remind you when it does!

31 Conditions

- I cannot see any mention of the 31 conditions that HPBC imposed on this site. Why are these not addressed now? A number of these conditions need to have been met before a decision can be taken:
 - Condition 5 – Phased development: No information submitted
 - Condition 7 – Archaeological evaluation: Insufficient information submitted
 - Condition 8 – Traffic Noise: Old Gladman material resubmitted
 - Condition 10 - Construction Method Statement: No information submitted
 - Condition 11 - Surface water run-off: No information submitted
 - Condition 12 – Flooding: Old Gladman material resubmitted
 - Condition 13 - Surface water regulation: No information submitted
 - Condition 15 - Drainage of existing inflows onto the site: No information submitted
 - Condition 16 – Contamination: No information submitted
 - Conditions 20 & 21 – Bats & Badgers: Minimal information submitted
 - Condition 23 - Japanese Knotweed: No information submitted
 - Condition 25 – Travel plan: Old, out of date, Gladman material resubmitted
 - Condition 26 – Insufficient parking spaces provided for Macclesfield Road residents

S106

- I am yet to see any section 106 details for this site, why are these not made public?

Application documentation

- General
 - Poor quality
 - The red bound line appears to run through the gardens of some houses on Macclesfield Road, including mine – This is obviously incorrect
 - Some documents say they are draft versions (e.g.: Landscape master plan overall) – how can this be allowed at submission stage?
 - Multiple documents have a “warnings to house purchasers” notice that implies layout, form, content, dimensions and

materials may all change with out notification – How can this be allowed? Surely builders cannot be allowed to submit one plan and build something completely different? – How are HPBC supposed to keep control?

- The documentation states that HPBC is set to received an estimated £570,000 new homes bonus should the site be approved – As a concerned resident I cannot see how this does not cause a conflict of interest for HPBC
- The utility statement will not open; I am therefore unable to review.
- There are duplicate documents saved on the portal: Statement of Landscape Design / Landscape Master plan Overall / Refuse or waste plan
- Wrong documents are saved on the portal: Julie Gough Hayfield Parish Council & Public Comment Keith Bradshaw
- Boundary treatment & details
 - The key does not explain what materials the boundary between the site and the houses on lower Macclesfield Road will be made from
 - If a boundary is to be placed here there must be enough space between it and any existing boundary (dry stone walls) to allow access for maintenance
 - The key shows a Boundary Treatment Y, however there is none showing on the map, is this correct?
- Housing plan & materials
 - The houses are poorly thought out, drab and bland and don't match their surroundings
 - A mixture of rendered and reconstituted stone is out of keeping with the surroundings.
 - This is the start of the mid-shires way and needs more thought
 - The houses will look very similar to all the other new estates that are popping up across the High Peak – There is no vision or view to differentiate
- Planning Layout
 - Pumping house – Who will cover the costs to run this – Residents? HPBC? Utilities? WBTC?
- Refuse statement
 - I presume the link pink line is to represent the route of the bin lorry will take? Traffic, parked cars and the tight junction of the proposed new access road will not allow enough space for a bin lorry to gain access here
- Sections
 - Increasing ground levels will have a massive impact on the Macclesfield Road houses that back onto the site. These houses were not built with/designed with public access to the rear in mind.

- Increasing ground levels will have a severe impact on the Macclesfield Road residents right to light and privacy
 - Increasing ground levels will also have a major visual impact to the site and surrounding areas
- Story heights plan
 - 3 story houses are not in keeping with the surrounding area and should not be allowed
 - 3 story houses are only proposed on this site to allow the builder to maximise their profit
 - 3 story houses are only proposed on this site for greed.
 - Why hasn't Peak Park been consulted on these monstrosities?
- Street scope
 - Why is there no view of the NE section of the site?
 - Why won't the developer show a view with the existing houses in the background?
- Engineering layout
 - Not sure how a layman can comment on this – what do all the lines mean?
- Flood risk assessment
 - Was created in Feb 2014, surely this is now out of date?
 - Barratt Homes have not completed their own assessment, they have just re-submitted the Gladman assessment which states that it has been prepared to accompany an outline planning application – how can this be allowed?
 - As Barratt have recycled these materials the information will not meet HPBC's conditions regarding water management
 - Have United Utilities be consulted on these plans? They are 'down stream' of the site will have to deal with all water dumped into the waterways
- Biodiversity management plan
 - The plan isn't clear if Barrett's will be permanently responsible for all plan activities (maintenance/etc.) or just the first few years. If not, who then picks this responsibility up?
- Arboriculture method statement
 - Unnecessary loss of mature tree(s) to accommodate proposed site layout, e.g. T74 and T57 & T58 which have been noted as bat potential trees
- Affordable housing statement
 - It doesn't seem correct that Barratt only have to adhere to their own standards/specification rather than national standards – why is this?
 - I note that negotiations are still on going with Peaks and Plains Housing Trust regarding these standards – surely these need to be agreed prior to a decision being made? – Why have they not been consulted?
- Planning statement

- The document states that the site provides a mix of housing suited local market needs. I cannot see how this is correct when:
 - 61 / 75 (81%) of the open market units will be 4 or 5 bedroom units
 - 21 / 32 (66%) of the affordable houses will be available for renting
 - How is this providing a mix? There are limited options for first time buyers – this goes against Policy H 3 of the HPLP!
- The document also mentions the 'quality' of the build – a quick search online finds plenty of disgruntled home buyers with multiple faults with their Barratt houses – How will HPBC prevent this happening here?
- Design & access statement
 - Is full of incorrect information:
 - Fails to mention the 3 story flats
 - Incorrectly states that 199/61/190 buses stop on Macclesfield Road. Additionally I don't believe the number 64 runs anymore.
 - The High Peak High School, Higher Disley (secondary) is not within walking distance and is a specialist residential school.
 - The documents quotes: *"The area stands relatively well provisioned to ensure that any development created in Whaley Bridge avoids the pitfalls of non-sustainability due to the requirement of the use of a car in order to undertake a family's ordinary day to day activities."* - What activates are these? – Work (for most)/ Weekly shop / Dr& Dentist (for the less able) are not accessible on foot from the site!
 - Access to the site is unclear - Section 4.0 only highlights one entrance (Linglongs) with a blue arrow, however the text mentions a 2nd access point off Macclesfield Road –which is it?
- Coal
 - The report is a resubmission of the Gladman survey; whilst this in itself is not an issue the document highlights that there is a contamination hot spot at test site WS5. Unfortunately the relevant site map is not included so we don't know where this is
 - The report also concludes with: "further works have been recommended prior to the development of the site:
 - Limited delineation sampling and assessment localised elevated PAH concentrations at window sample WS5;
 - Following finalisation of site layout, further investigation is undertaken to determine the localised ground conditions for foundation design;

- Full foundation schedule in accordance with NHBC Standards Chapter 4.2
- Full tree survey (If not already undertaken); and
- Completion of full gas monitoring programme and gas risk assessment.

I do not see where Barratts have completed these steps?

- Noise assessment
 - Barratt Homes have not completed their own assessment, they have just re-submitted the Gladman assessment which states that it has been prepared to accompany an outline planning application – how can this be allowed?
 - The Gladman report suggested that mitigation measures and acoustic ventilation need to be incorporated into the proposed site design to minimise noise generated by the activities associated with Clover Chemicals – I don't believe these have been covered in the Barratt application
- Transport assessment + Travel plan
 - Barratt Homes have not completed their own assessments, they have just re-submitted the Gladman's materials which are now woefully out of date (survey completed in 2013)
 - There is now significantly more traffic on the roads and therefore the assessment needs re-doing (in term time).
 - This assessment doesn't mention the 2nd access road either so cannot be used to make any decisions
 - The site can't meet High Peak Local Plan policies CF3 & CF6 as the road infrastructure cannot accept the additional traffic. Neither can safe access nor safer roads conditions be provided.
 - The assessment does not include more recent traffic collisions, for example the major collision in June 2013 on Macclesfield Road
 - The traffic plan will have zero impact on reducing volumes of traffic, it is aspirational at best – Changing behaviour is extremely difficult, especially when there is a definite need for residents to use their cars
 - Vehicles numbers generated by the site are significantly underestimated:
 - The current site map has space for c210 parking spaces – this is widely different to the numbers mentioned in the traffic assessment
 - There is also the potential for the 4/5 bedroom houses to have a min of 2 cars, possible 3 or 4 depending on family size/ages.
 - Plus, visitor vehicles have not been taken into account
 - The assessment and plan talk about available public transport:

- The local busses are subsidised, infrequent, and stop early in the evening. There has also been the recent threat to remove some of these buses.
- The local trains are overcrowded
- The train station is at the other end of the Whaley, lots of people drive to the station and add to the on-going issue of cars being parked along main roads hampering the movement of traffic – the small train station car park is always over crowded leaving cars to be parked where ever possible.

None of this will ease the volume of traffic on the road

- The travel plan fails to grasp that the majority of people will be working in the Manchester/Stockport/Macclesfield/Sheffield areas and will need to drive to get to work
- The travel plan is deluded to think that they can control how/where people can work: *“The TPC will highlight to residents the benefits of working at home, including teleworking on a part-time basis, thereby reducing travel to work for a portion of the working week.”*
- Paragraph 5.1.5 incorrectly states that the following facilities can be found within 800m of the site:
 - Bank
 - Butcher
 - Salon
 - Grocer
 - Newsagents
- The plan also discusses a puffin crossing on Macclesfield Road, whilst this will assist pedestrians it will undoubtedly lead to massive tail backs on Macclesfield Road
- Parking for Macclesfield Road residents
 - The plans appears to only show 11 spaces when there are +35 Macclesfield Road houses that back onto the site – Current plans do not meet the relevant condition imposed by HPBC
 - Drawings also appear to show a large boundary wall/fence between the car spaces and the residents who back onto them. Surely it would make sense to allow these houses access to these spaces, rather than having to walk up Macclesfield Road, in the proposed new road and back down again.
 - The boundary wall/fence should be moved back onto the site to allow access from the rear gardens of the houses on Macclesfield Road
 - Additionally, the plans do not specify how residents of the estate will be prevented from parking in these spaces - these parking paces will need to be reserved for Macclesfield Road residents
- Archaeological evaluation

- The condition states that a written scheme of evaluation needs to be submitted to HPBC before evaluation starts. When the archaeological evaluation began on the site several residents contact HPBC, I believe that HPBC were not aware any work had begun on the site – how can this be?
- The subsequent review of the evaluation report by your [archaeological consultee](#) has shown that additional trenches need to be investigated before a decision can be made – HPBC must request this information, submit the findings for review and only once additional comments are made by your archaeological consultee can a review date be set.
- Environmental Health
 - I noted that they have provided comments stating that their [comments from the original Gladman application](#) are yet to be actioned – Surely HPBC need to make sure these are satisfied before a decision can be made?

Having looked on the portal today I cannot see one comment that is in favour of this site. I therefore simply ask you as our representatives; to put the views and wishes of High Peak Residents ahead of a money focused business with no interest in Whaley Bridge or the High Peak.

Many thanks and kind regards,
Russ Broome

Macclesfield Road resident