
From:
Sent: 29 November 2022 16:50
To: Planning Comments (HPBC)
Subject: Comment Received from Public Access

Categories:

Application Reference No. : HPK/2022/0456 Site Address: Land At Dinting Vale Dinting Glossop Derbyshire
Comments by: Catherine Crabtree
From:

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Glossop

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Phone:

Email:

Submission: Objection

Comments: Dear Sir/Madam,

I am a resident in Simmondley, Glossop and want to express my opposition to the proposed development of 100 new houses on the green space at Adderley Fields.

No affordable housing

I understand that contrary to the High Peak Local Plan proposal for the site to be 30% affordable housing, the developer has argued that the proposal is not viable due to the costs of developing the site. The High Peak Local Plan makes multiple references to the need for any new developments to include affordable housing, therefore the proposal does not meet local or national planning guidelines.

Meeting Local Housing Needs

K17 2.32 in the High Peak Local Plan states ‘Providing an appropriate range of different sizes, types and tenures is essential for meeting the needs of all local residents...’ It goes on ‘There is a particular need across the plan area to provide affordable housing, and address the needs of an ageing population.’

Elsewhere, the plan states that ‘the ageing population and smaller household sizes overall has increased the demand for smaller housing units in the plan area’.

I am not aware that the proposed development includes flats and units for the elderly.

A57 access

The proposed access is from the A57 where the bus stop currently stands, facing Dinting C of E primary school.

The proposed development of 100 new homes with access from the A57, will have a detrimental impact and undermine a number of the stated objectives set out in the local plan.

Traffic congestion

I have lived in Glossop for 6 years and the traffic on the A57 through Glossop and on surrounding roads, such as Simmondley Lane where I live, has got worse and worse in that time.

100 new large family homes will probably lead to several hundred additional cars on the road in the area, which will add to congestion and cause further travel delays.

The local plan also clearly sets out that it wants to see increased tourism in Glossopdale, but recognises that traffic congestion may be a major deterrent.

The local plan notes that a large proportion of the population of Glossop and Hadfield are commuters and that the majority of commuters rely on the private car which causes significant congestion. It notes that the volumes of through traffic on the A628 and A57 compound the problem.

The plan states ‘Congestion on the infrastructure in and around Glossopdale is a major limiting factor in enabling growth and attracting investment to the area and has a major impact on the quality of life and the environment in the sub area and neighbouring Tameside.’

Climate and Sustainability

The MP Robert Langan is campaigning for no new developments until the bypass is finished. I don’t believe that the bypass will solve the problems.

Decades ago, when a bypass for this area was first proposed, we did not face a climate emergency in the way we do now. We need to do everything we can to keep global warming to 1.5 degrees in order to protect our planet from further catastrophic damage. Building a new bypass with the subsequent increase in emissions will not help us to achieve this target. Also, experience shows that building new roads increases demand and does not solve the problem of congestion in the long run.

Road safety

I often observe the problems on the A57 by Dinting C of E primary school just before school starts and at the end of the school day. Many pupils are dropped off and collected by car, with cars parked dangerously half on the pavement, on each side of the road. Building 100 family homes with access to and from the proposed development opposite the school, will increase the potential for accidents at the beginning and end of the school day.

The main access cuts directly across FP50 and poses a danger to walkers, runners and dog-walkers.

Adderley Place with its access for the scout hut and for residents is likely to become a dangerous rat-run as it leads to a blind junction with an already heavily congested Simmondley Lane, which has cars parked on both sides of the road.

Air Quality

The proposed access road for the development emerges directly opposite Dinting C of E primary school. The school sits within the Dinting Vale Air Quality Management Area (AQMA) identified by High Peak Borough Council. It has been designated an AQMA due to identified exceedances of the annual mean nitrogen dioxide objective. I am concerned that the proposed development will further reduce air quality in this area with damaging health effects especially for children, the elderly and those with pre-existing respiratory conditions. I regularly walk through this AQMA and the air is acrid with pollution.

I am concerned that the proposed development would also increase traffic on Simmondley Lane, leading to both increased noise and air pollution.

Projections for the proposed bypass indicate substantial increases in traffic and related emissions on the A57. The projection for Brookfield, the area of the AQMA, is 31%.

K19 Protecting and Enhancing Community Infrastructure and Services

This element of the Local Plan sets out the ways in which sustainable communities require appropriate levels of community infrastructure including open spaces.

The proposed development directly contradicts the plan as it not only destroys a beautiful and much-used open space, but it also increases the strain on already overstretched community infrastructure such as schools, GP and leisure facilities. In fact the Local Plan notes an existing under supply of football pitches, swimming pools and sports halls in Glossop. This may well have a detrimental effect on the health and well-being of residents.

Loss of habitat and biodiversity

In Policy EQ8 Green Infrastructure the Local Plan requires that new development will not have a detrimental effect on the amount or function of existing green infrastructure unless replacement provision is made that is considered to be of equal or greater value than that lost through development.

The proposed development site is extremely rich in wildlife including owls and roe deer which would be lost if their habitat is destroyed. Green spaces, trees and hedgerows are also important mitigators of flood risk and improve air quality.

All of this would be lost if this major development went ahead.

As a local resident I find it disappointing that Wain Homes have not met more residents to talk about the plans, nor provided details of the final scheme for scrutiny.

For the reasons set out, I oppose the development which contradicts many stated aims and policies within the High Peak Local Plan.

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