

From: planningcomments@highpeak.gov.uk
To: [Planning Comments \(HPBC\)](#)
Subject: Comment Received from Public Access
Date: 05 December 2022 13:06:02

Application Reference No. : HPK/2022/0456
Site Address: Land At Dinting Vale Dinting Glossop Derbyshire
Comments by: Dave BennettResident

From:
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Submission: Objection

Comments: Adderley Place and Fields Application Objection HPK/2022/0456 Dave Bennett 5.12.2022

¿ The High Peak Local Plan states that 30% affordable housing should be provided but applicant states that the scheme is not viable with affordable housing. This is unacceptable any development of this size should accommodate affordable housing

¿ The Housing mix does not match the assessed needs in the Housing and Economic Local Needs Assessment (HELNA). HELNA also suggests 20% affordable housing.

¿ The applicants Planning Statement suggests that Public Consultation had been carried out with local residents but this is disputed and residents who live close by say that they have not been consulted or met with the applicant

Design and Access Statement

¿ The Design and Access Statement (DAS) does not comply with CABE guidance although it states that it does

¿ The Design proposals do not comply with Local Plan requirements for M4(2) of the Building Regulations under Policy H3 and also updated HELNA guidance

¿ The DAS does not contain a check list of compliance with Accessibility standards for part M4(2)

¿ No reference to gradients and ease of access is made within the DAS

In practice, to comply with M4(2) of the Building Regulations the new build properties will have to have the following:

¿ Level or ramped access to the ground floor with no steps

¿ Every dwelling has a room within the entrance storey with a WC and basin

¿ Every dwelling with 3 or more bedrooms or 3 storeys has a room at ground floor level that provides for a WC and Basin and has installed, or room for a level access shower, together with the associated clear access zones.

¿ All WC doors should open outwards

¿ Switches and sockets to dwellings should be sited between 450mm and 1200mm above floor level.

¿ Whilst new properties have been shown with WC provision on the ground floor as required by M4 (2),

none of the dwellings have been identified as complying with M4(2) and in the case of the 3 bedroom properties and those with 3 storeys, the ground floor WC is not of sufficient size to accommodate a walk in shower in accordance with the dimensions stated in M4(2). The application therefore fails to comply with the HPBC Local Plan 2016. Recent further guidance from a Housing Needs assessment suggests that at least 50% of properties should comply with M4(2) of the Building Regulations. The application does not meet these requirements

CABE states that:

How access will be achieved ¿ Will all potential users, no matter what their disability, age or sex, be able to enter the site, move around the area, enter the buildings and use the facilities? The statement should explain how consultation with potential users has influenced access arrangements.

¿ The developers have not shown that they have consulted with local access groups or residents on access issues.

The application states that the Transport Assessment (TA) has been prepared to support the planning application and has been developed in accordance with the now archived Department for Transport¿s (DfT¿s) March 2007 ¿Guidance on Transport Assessment¿ document and gives due regard to the National Planning Practice Guidance (NPPG). Furthermore, the specific scope of this report and study area has been agreed with Derbyshire County Council (DCC), as Highway Authority, through the submission of a formal scoping email and subsequent discussions / correspondence.

¿ There is no detail of the content of the correspondence with DCC given and there is no detail given in the DCC highways comments either.

The application states that ¿under 9.6, The impact of the traffic arising from the scheme has been tested in detail at the proposed site access, the A57 Dinting Vale / A626 Glossop Road signal-controlled junction and the A57 Dinting Vale / Simmondley Lane / A57 High Street West / Primrose Lane double mini-roundabout. The assessments show that the proposed site access has sufficient spare capacity to accommodate the proposed development and the development will not have a material impact on the operation of the off-site junctions.

9.7 On this basis, the residual cumulative impact of the development cannot therefore be considered ¿severe¿ and, in accordance with paragraph 111 of the NPPF, there is no reason to prevent or refuse this planning application on transport grounds¿.

¿ Any local residents in Glossop will state that this area of the A57 is often subject to congestion and queuing. Failure to acknowledge queues and congestion here undermine the quality and accuracy of the report.

Section 2.13 of the application states that ¿manual classified turning count traffic flow surveys were therefore undertaken on Tuesday 30th November 2021, between the hours of 07:30 - 09:30, and 16:30 - 18:30, at the A57 Dinting Vale / A626 Glossop Road signal-controlled junction and the A57 Dinting Vale / Simmondley Lane / A57 High Street West / Primrose Lane double mini-roundabout in order to establish the existing traffic flow demand on the local highway network.¿

¿ Carrying out an assessment on one day for two periods cannot be seen as a representative sample.

¿ No comments on location of school and school drop off traffic and resulting congestion, is mentioned. This again undermines the accuracy of the report and its quality. The traffic congestion resulting from 100 houses discharging onto the A57 will without doubt cause severe traffic congestion and compromise the safety of children attending Dinting School.

The application refers to guidance in National Planning Policy Framework as follows:

¿In reference to the planning of developments paragraphs 110 - 112: 4.5 In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that: ¿ appropriate opportunities to promote sustainable transport modes can be ¿ or have been ¿ taken up, given the type of development and its location ¿ safe and suitable access to the site can be achieved for all users; and ¿ any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree. 210087 ¿ Proposed Residential Development, A57 Dinting Vale, Glossop Transport Assessment August 2022 Page 13 4.6 Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

6.5 Given the current COVID-19 pandemic, travel patterns have inevitably changed with many people working from home, reducing the number of people travelling to work in peak hours. Whilst it is not possible to accurately predict future travel patterns, it is reasonable to assume that there will be a reduction in future traffic growth, making it unlikely that the growth factors presented above will be realised. Having regard to this it is likely to make the assessments presented later in this report robust.¿

¿ No mention is made of any queue issues on the A57 at Dinting. Or the impact of traffic leaving the site queuing and using the unadopted road as an alternative, particularly if cars are going to travel to the M67 and can use High Lane as an alternative, or Primrose Lane to access the Hayfield Road. There is no suggestion that access to the unadopted road could be restricted in any way.

Dave Bennett 5th December 2022

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