
From:
Sent: 08 December 2022 14:33
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: Ross Darroch

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Submission: Objection

Comments: 1. Incomplete application

The application was previously deferred due to all required documentation not being submitted with the planning application. To date, documentation which would assist the public and regulatory bodies and enable a complete and fully informed decision based on all the evidence is still in abeyance. This includes the FRA report, linkage plans, Drainage plans, POS and wildlife survey. In the view of the above I request that this planning application is refused.

2. Lack of affordable housing

The applicant states that 'affordable housing provision is not viable'. If current S106 provisions are maintained, the estimated profit for the development is £5,301,423. The properties developed will most likely be sold to those from the wider Manchester area, doing nothing to address concerns of the local area. Far from being 'not viable', the failure to provide any affordable housing would appear to be due to the greed of the developer.

3. Inadequate developer contributions

The S106 total offer of £104,025 is derisory. In light of NHS, DCC education, addressing biodiversity net gain shortfalls, and contribution to sustainable travel, S106 contributions currently amount to £1.1 million and that figure will undoubtedly rise. Highways yet to comment and the cost to compensate for the potential loss of arboriculture yet to be addressed.

This application doesn't contribute nearly enough to address the impact on public services such as education, healthcare and recreation that the proposed dwellings would create.

4. Wildlife/Biodiversity

Derbyshire Wildlife Trust advised that the site had the potential to support rare species of Flora and Fauna (ref. Local Plan 2016). The wildlife surveys confirm that this is currently the case, despite all surveys not yet being complete nor having been conducted at times of the year best suited to encapsulating most species.

Invertebrate report Pge. 9 - 4.4.2 recorded a rare species of garden bumble bee and Summary Pge 1 § 1.2.1 stated the site to be that of at least District importance.

Policy § EQ5,EQ6 EQ9

Tetra Tech Report - Biodiversity Impact Assessment

Under the current proposals, the site fails to achieve no net loss or a positive score for area-based habitats. This is mainly due to the necessary removal of LBAP grassland and LBAP woodland, required to facilitate the proposed development and the access road. The proposed plans do demonstrate that areas of woodland will be retained, and new scrub and grassland planting will be created to mitigate for the necessary vegetation removal. There are no works proposed or losses to the wet ditches (river habitats) and as such no change in units has occurred.

The report concluded that §Based on the current proposals and outlined assumptions, the proposed development is predicted to result in an overall net loss of approximately -65.21% or -23.34 habitat units, +834.71% or 4.96 hedgerow units and no change in river units. Therefore, the proposed development, currently fails to meet the local policy EQ5 requirement of no net loss and also the NPPF requirement to achieve a net gain.¿

5. Transport risks

The National Policy Framework states that §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¿. This is manifestly the case with these proposals.

The main access point is 22m from a primary school access.

DCC recommended the junction at the new access road would need to provide 2.4m x 54m sightlines, however SCPs transport assessment drawing shows a 2.4m x 43m visibility splay with only a 0.5 offset.

Traffic volumes within Glossopdale are already at an extremely high level with gridlock common at peak times. Adding several hundred daily journeys to a transport network already past capacity is not sustainable.

The development links to an unadopted road and public footpath that will undoubtedly become used as a rat run to avoid the roundabout at the bottom of Simmondley lane by users of the proposed development and others. The access of the unadopted road on to Simmondley Lane has particularly poor visibility and road safety issues are inevitable if this access is allowed. The developer has stated ¿we are not proposing any type of barrier as we do not think it is necessary¿ despite Derbyshire Highways response Jan 20 stating §There is an existing PROW crossing the site along the route of the existing unadopted track serving Adderley place. Whilst it may be possible to incorporate the route of the PROW within the proposed estate street design, the existing track is not suitable for use by a significant additional development traffic, therefore permanent measures to prevent vehicular use need to be put in place¿.

Conclusion

Given the detrimental impact of the proposals to the local area in terms of habitat destruction, traffic impact and strain on already stretched public services for which the contribution suggested by the developer is wholly inadequate, it is incumbent on High Peak to reject this application.

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