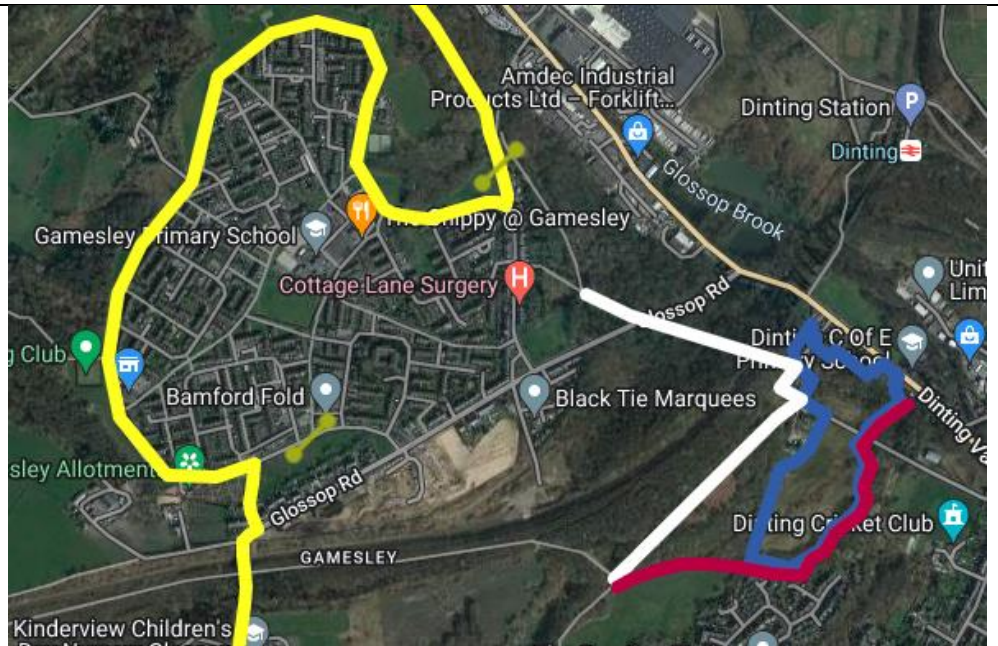


Joint Planning Application Response

Local Authority:	High Peak
Detail:	Land at Dinting Vale, Glossop – Proposed residential development comprising 100 dwellings including areas of public open space, landscaping and associated works
Planning Ref:	HPK/2022/0456
Link:	http://planning.highpeak.gov.uk/portal/servlets/ApplicationSearchServlet?PKID=257670
Deadline:	7 th December 2022
Submitted by	Trans Pennine Trail National Office & Sustrans
Response to:	planning@highpeak.gov.uk
Submitted:	24 th November 2022
Summary	The Trans Pennine Trail Partnership and Sustrans welcome the opportunity to respond to this planning enquiry. The development provides an opportunity to increase the sustainable transport offer, not just for walkers but for cyclists and potentially equestrians. It is requested that the route via the unadopted road to the east of the site is upgraded from just walking provision only and extended to meet the connecting bridleway at Gamesley and safe crossing at the entrance/exit to the site is provided for sustainable transport users. Further detail is provided in the section below.
Detailed Information:	The map below indicates the location for the application in relation to the Trans Pennine Trail. Yellow = Trans Pennine Trail which is full multi-user at this location and also part of the Pennine Bridleway and National Cycle Network. Blue = Development site White = Long term aspiration link Pink = Development route potential



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Whilst this development is not located directly on the Trans Pennine Trail or National Cycle Network it has been discussed previously as a future development that would enable enhancements to connections to the Pennine Bridleway and TPT/NCN network.

The pink route on the map above shows the potential route that could be delivered as part of this planning application. The current application indicates the provision of a walking route only from the north of the site down the eastern side, to the southerly point of the development. The Trans Pennine Trail and Sustrans ask that this walking route be upgraded to include cyclists as a minimum requirement and that equestrian provision is also considered. It is also requested that this provision be extended to meet the connecting bridleway as indicated. This would provide residents with direct access to the sustainable transport infrastructure already in place, without finishing abruptly at the southern end of the development with no onward connection.

The entrance/exit onto Dinting Vale should have priority for pedestrians over a raised table or similar and consideration to an additional signalised crossing because of how close the school is to the proposed entrance/exit of the development.

It should also be noted that the white line shows an aspiration that was tabled some time ago to provide a connection for the Pennine Bridleway. Whilst it is agreed that this route requires major engineering works with no quick resolution, it is noted here as reference as the long-awaited link under the Arches to Cottage Lane.

	Transport Assessment	
	Pg 5	Local Highway Network – makes no reference to the fact that there is no safe cycling infrastructure on the existing local highway network.
	Pg 10	Fig 3.1 – are there proposals to re-locate or remove the bus-stop sign? Its current position could be problematic for those with wheelchairs and pushchairs.
	Pg 12	4.2 states 'offering a genuine choice of transport modes'. Failure to provide the missing link would be a wasted opportunity to integrate the development with the TPT, which has been noted as a benefit to the development, and the wider sustainable infrastructure already in situ.
	Pg 13	4.7 states 'give priority to pedestrian and cycle movement both within the scheme and neighbouring areas again supports linking to the TPT/NCN and wider network.
	Pg 19	5.4 – It is requested that the walking facility via the unadopted road to the east of the site is upgraded to include a minimum of walking and cycling with equestrian access also considered. It is further requested that this facility is extended to provide a legal connection to the existing bridleway as indicated in the map above. Currently the suggested facility comes to a finish at the southern end of the site. It is vital that an onward connection is provided. It should be determined who will be responsible for the maintenance of this sustainable transport provision. The costs should not fall directly to Derbyshire County Council.
	Pg 21	5.11 – Further improvements to the cycling offer are within the deliverability of this development as noted in 5.4 above.
	Pg 22	5.18 – The TPT disagrees with this statement as the information detailed above clearly indicates the improved cycling facility that can be delivered as part of this proposed development.
	Pg 25	6.7 refers to the A57 development which projects an increase in traffic over the Snake Pass or which 38% will go along Dinting Road. This again highlights the importance of providing safe, accessible sustainable transport infrastructure with positive links to the wider network and a reinforcement that a link under the Arches would also provide added benefit.
	Pg 34	9.2 – Footways should be a minimum of 3m wide, not 2m as indicated. It is also questioned if the exit / entrance road to the site is safe for pedestrians to cross without the need for a signalled crossing. LTN1/20 guidance should be followed.
TRAVEL PLAN		
	Pg 7	3.7 – Walking facility along the unadopted road to the east of the site – it is requested that this is upgraded to include a minimum of cyclists and walkers but it

		would be preferred if this was upgraded to bridleway status to link in with existing infrastructure.
		There is no mention of the existing sustainable transport route infrastructure within the walking section of the Travel Plan. The TPT, NCN and Pennine Bridleway should be referenced.
	Pg 9	3.13 - Reference should also include Pennine Bridleway.
	Pg 10	3.14 – The TPT considers the cycling offer can be increased as noted within this response.
The Colour Site Layout drawing does not indicate any facility provision within the green areas to the north and south of the site. Is there no intention to provide any play areas, cycling parking, accessible benches, etc for residents to use?		