

The Planning Inspectorate

COMMENTS ON CASE (Online Version)

Please note that comments about this case need to be made within the timetable. This can be found in the notification letter sent by the local planning authority or the start date letter. Comments submitted after the deadline may be considered invalid and returned to sender.

Appeal Reference: APP/H1033/W/24/3339815

DETAILS OF THE CASE

Appeal Reference APP/H1033/W/24/3339815

Appeal By WAIN HOMES (NORTH WEST LTD)

Site Address
Land at Dinting Vale
Dinting
Glossop
Derbyshire
SK13 6PA
Grid Ref Easting: 401935
Grid Ref Northing: 394193

SENDER DETAILS

Name MR PHILIP MISKELL

Address
4 Adderley Place
GLOSSOP
SK13 6PA

ABOUT YOUR COMMENTS

In what capacity do you wish to make representations on this case?

- ☐ Appellant
- ☐ Agent
- ☒ Interested Party / Person
- ☐ Land Owner
- ☐ Rule 6 (6)

What kind of representation are you making?

- ☐ Final Comments
- ☐ Proof of Evidence
- ☐ Statement
- ☐ Statement of Common Ground
- ☒ Interested Party/Person Correspondence
- ☐ Other

YOUR COMMENTS ON THE CASE

Consultation prior to the adopted Local Plan 2016 drew significant opposition to the inclusion of Adderley place, 10 years on that feeling has not abated evidenced in the significant number of objections to the application now at appeal.

The appellant has cited the following Inspectors report .Document submitted for examination on 28 August 2014. Examination hearings held between 13 January 2013 and 5 February 2015

Extract re Adderley Place

187. [A crucial issue is creating a new access to the site from the A57 and the additional traffic. The evidence does not indicate that these matters are insurmountable and the VTR has taken the access into account.]

In 2014, the access to the A57 had not been declared an AQMA, VTR data during peak times at this location can be skewed as vehicles transit over tube recorders at a slower rate due to congestion thus recording less vehicles over a given period, no Residential Travel plan or Transport Plan exercise had been produced at that time in order for the inspector to produce a more informed response.

2014 Residents noting the concerns of the Parish Council, engaged the services of an independent Highways Engineer to assess the access, . His report as follows-

Extract

[Whilst it is possible to deliver visibility splays of 2.4m by 43m in the leading and trailing traffic directions that would be required to deliver a priority junction, the mainline traffic volumes on the A57 would preclude this junction type being appropriate in this location. We maintain our position that the Council should not be promoting a site for allocation in the emerging Local Plan where there is the potential for a third party ransom issue to occur to deliver an appropriate vehicular access to the site. we advise that the alternative access option from the A57 would have to be the delivery of a new signalised junction onto the A57. As with the priority junction options the site access would be close to Dinting Primary School, a facility which in the school AM and PM peak periods generates significant volumes of parking on the A57. Providing a new junction in this location would reduce the available on-street parking in this location for school-related parking, as well as on-street parking for the nearby terraced residential properties that front the A57. We reiterate that a development of 130 residential units would require a Transport Assessment and Residential Travel Plan to be produced as part of any planning application. This is in line with the Department for Transport's guidance on Transport Assessments, We have previously highlighted to the Council The only other potential access point is via the unmade private track adjacent to the Zion Church off Simmondley Lane. This is a very narrow and unmade track which in parts has insufficient width to allow two private cars to pass. This track also has a public footpath running east/west along its route. The route is not suitable for high volumes of traffic and the 2.4m by 43m visibility splays recommended in Manual for Streets cannot be delivered onto Simmondley Lane. It is understood that vehicular rights of access are only permitted in any case for the residents of Adderley Place and the Scout Hut.]

In addition a resident has recently engaged the services of professional expertise to assess the access, The report as follows -

[The junction of the new access road appears to have given scant regard to the existing considerable traffic issues of the section of the A57 onto which it is proposed, with vehicles already at a saturated level and with a straightforward T- junction as shown failing to demonstrate any degree of highway safety, given that a development of the scale proposed would typically require either a mini-roundabout solution or at the very least a right hand turn lane in from the main road.

Unfortunately, the limited width of the A57 dictates that such standard highway safety measures are not feasible, therefore immediately leading to traffic conflict with users of the proposed access and further blockages of the main road to the overall detriment of vehicular and pedestrian safety. These impacts are exacerbated by the fact that there is a school almost directly opposite the new access point to be created, thereby presenting an immediate threat to parents and children attending Dinting Primary School. The scheme therefore proposes a substandard access with visibility in each direction onto the main road severely hindered due to traffic flows and parking, and the development does not

include any traffic management or calming measures.]

Two independent assessments 10 years apart but strikingly similar results.

371. Highways consultation response

Extract

[Highways Impact. Section 8. This section is not accepted, firstly the trip rate is too low, and secondly a 2031 assessment is needed based on the local plan year. Notwithstanding this the impact indicated in Table 8.3 A57 Dinting Vale / Simmondley Lane / A57 High Street West / Primrose Lane Double Mini Roundabout shows that this development has an adverse impact on this junction and it is already operating over capacity. The detailed analysis in appendix G also shows the LoS is poor and as such the junction is subject not performing well. As such mitigation will be needed.]

Doc 243 Travel Plan

Extract

Benefits

[2.3 Travel plans can result in a variety of benefits to the occupiers of a development and the wider community, as well as address a range of issues, including:

- Promote healthy lifestyles and sustainable, vibrant communities;
- Provide adequately for all users, with a variety of mobility needs;
- Reduce demand for car parking, thereby enabling more efficient land use;
- Reduce pressure on highway capacity, particularly at peak times;
- Improve social inclusion;
- Cut carbon emissions and their contribution to climate change;
- Reduce road danger and protecting vulnerable road users; and
- Improve local air quality, while reducing noise pollution.]

The site promotes car use, residents will not carry a heavy weekly shop back from the shops. School runs are inevitable as nearby schools will be fully subscribed, pressure on highway capacity at peak times will be increased at a section of Primary Route Network, the A57, renowned for standing traffic and can only add to carbon emissions to the detriment of air quality and potentially increase the danger of school children coming into conflict with traffic when attending Dinting school (oversubscribed for next 5 years see objection).

Contrary to the Transport Plan, people of impaired mobility will find it arduous to access Dinting station or even the development due to the gradients encountered. The PROW at times is not conducive to wheelchair use. The section of the A57 is known for not being Cyclist friendly nor does it promote a safe environment for its undertaking.

371 Highways response

Extract

[Road Safety. 2.15-2.19 and Figure 2.3. This shows that there is an accident record in the area and the clustering suggests a trend. The TA has not undertaken a detailed assessment of the incident and this needs to occur to identify potential causation factors. The assessment is insufficient. Visibility Splay. 3.4. 2.4 x 43m is proposed. It is unacceptable as it is not evidenced,

Site Access Comment

[The topographic survey and Geo-Environmental report confirm significant gradient at the site access of between 1 in 3 and 1 in 5. The DSP remains the Local design guide and requires 1 in 30 for the first 10m for a priority junction, it also applies different gradient for footways and cycleways, but in summary says 1 in 12 maximum. The applicant also needs to consider "Inclusive mobility" and "LTN 1/20" both of which address key considerations to promote active travel and ensure that persons with protected characteristics are catered for]

Annual mean Tube readings sited within the AQMA which have been questioned and reasoned they can not be accurately established due to reduced traffic, an effect of the Covid Pandemic (which has been acknowledged) but other factors have not been taken into account, The 20 week gas main upgrade A57 Mottram Moor, the closure of the A57 Snake pass due to subsidence, and the almost monthly upgrade of utility services on the A57, all of which caused drivers to seek alternative routes in or out of

Glossop avoiding the A57 and may account for the air quality spike, Tintwistle (AQMA 1) Mitigation includes electric vehicle charging points, effectiveness would depend on householder EV take up and £150 per household via 106 agreement, I ask what price a child's health should the AQ model be flawed and real time data suggest otherwise.

PROW

Email From Niall Mellan to Steve Gunn Russell. 25/09/2023

Extract

[It has previously been agreed that measures for discouraging vehicles from using the PROW (such as signage) were to be conditioned (see attached email); we have seen a draft condition to that effect. Why is this now being raised as an issue again? Signage is all that can happen here as we cannot prohibit the other residents of Adderley place access and egress from their homes or obstruct their rights of way over the track]

The residents legal right of unobstructed access is our only means of access to place of work, school runs, deliveries and most importantly the only point of access for emergency services which residents have called upon periodically over the years, in one instance response time was delayed due to inconsiderate parking on the private road/ footpath, as one resident put it, fires will not wait for a vehicle to be moved or work site barriers to be removed. The appellant has proposed a raised crossing configured to discourage residents from the development using the footpath as a rat run but has no detail on how they propose to Construct the crossing without causing an obstruction , there is also the issue of sufficient clearance to the gas main the proposed platform will be sited over.

I ask that the delegated inspector during his site visit, considers carefully the proximity of and dimension of the access, the gradient involved to the development and Dinting station, where the bus stop will be moved to without affecting site lines or the set down area spanning existing access.

Ideally to get a complete understanding of the issues raised, the inspector should make arrangements to visit the site during school drop off or pick up times

In closing a number of residents who objected to application did not receive a notification or were not aware of the appeal.

In response I organised a petition to promote awareness and facilitate an avenue for their response.

The petition attracted 500 signatures in the first week culminating in 800+. responses. It may be the case the petition is not submissable but the numbers cannot be ignored and underpins the communities strength of feeling against this application.

If required I can supply a comprehensive list of signatures with supporting comments