

**HIGH PEAK BOROUGH COUNCIL
DEVELOPMENT CONTROL COMMITTEE**

Date 22 January 2024

Application No:	HPK/2021/0160	
Location	Land North of Dinting Road, Glossop	
Proposal	Reserved Matters Application for up to 101 dwellings and associated development, following outline consent Ref: HPK/2017/0325	
Applicant	Seddon Homes	
Agent	Satplan Ltd	
Parish/ward	Glossop	Date registered 19.05.21
If you have a question about this report please contact: Rosie Dinnen rosie.dinnen@highpeak.gov.uk		

REFERRAL

This application has been brought before the Development Control Committee because the development proposals comprise major development.

1. SUMMARY OF RECOMMENDATION

Delegated Authority to Approve, subject to conditions

2. DESCRIPTION OF THE SITE AND ITS SURROUNDINGS

- 2.1 The site comprises a parcel of land measuring 3.55 hectares (ha) on the northeast side of Dinting Road. It lies within the built up area boundary as designated within the High Peak Local Plan 2016. The site lies within Flood Zone 1. It is characterised as grassland.
- 2.2 The site backs onto a new development on The Shaw, to the north. The railway line defines the eastern boundary and Dinting Road to the south. The land slopes down towards the west and the eastern site boundary is defined by a significant embankment several metres in height. A public footpath (FP.201) crosses the site which leads from Dinting Road to The Shaw and Glossopdale Community College.
- 2.3 Several trees are scattered across the site, some adjacent to Dinting Road and a few adjacent to the footpath and some around a former pond, adjacent to the watercourse that runs to the northwest of the application boundary. A group of trees are located along the embankment. The majority of trees are located

outside of the site boundary to the east, providing screening adjacent to the railway line. None of the trees are subject to Tree Preservation Orders.

- 2.4 The site forms part of a larger development site comprising 4.19 ha. Both sites have been subject to numerous planning applications (see planning history section). In April 2018 Outline planning permission was granted for up to 108 dwellings (ref. HPK/2017/0325). The access arrangements were approved by the outline planning permission, but all other matters (layout, scale, appearance and landscape) are subject to approval in this reserved matters application.
- 2.5 The remainder of the site (0.64ha) was subject to a separate outline planning permission (HPK/2016/0648) and has a reserved matters application pending for 14 homes (ref. HPK/2021/0161) which is also presented to DC committee.
- 2.6 In the submitted documentation the application site is referred to as 'Site B' and the adjacent land, subject to separate reserved matter application, is referred to 'Site A'.

3. DESCRIPTION OF THE PROPOSAL

- 3.1 This reserved matters application seeks to agree layout, scale, appearance and landscaping following the grant of outline planning permission for up to 108 dwellings (ref. HPK/2017/0325).
- 3.2 The application submission proposes a 101 dwelling scheme comprising a mix of dwelling types ranging from 1 bedroom apartments to larger 3 and 4 bedroom properties. Of these 30 would be affordable homes (30%) 23 for affordable rent and 7 intermediate sale.
- 3.3 The properties are a mix of detached and semi detached predominantly two storeys in height. Split level dwellings are proposed along the eastern boundary where the site adjoins the railway embankment. The properties will be three storeys to the front and 2 storey to the rear.
- 3.4 An area of public open space is proposed to the north-western boundary of the site (split between both application sites) which includes an attenuation basin. A local area of play (LAP) is proposed within the proportion of open space in this application site. An informal mown grass route is proposed along the eastern embankment.
- 3.5 An access road is proposed midway along the Dinting Road frontage (the position of this access was agreed in the outline

planning permission). This is in addition to the western access included in the adjacent site (HPK/2021/0161) the two access would connect and provide vehicular access to the entire wider site. Both access points are 2.5m and have adjacent pedestrian footpaths either side with a tree lined frontage.

- 3.6 Public footpath (FP.201), which runs through the site, is proposed to be diverted through the proposed development. A pedestrian link is proposed to the east of plot 50 to the east of the site onto Dinting Road close to the two bus stops.
- 3.7 To address concerns raised by planning officers and consultees, revised plans were submitted in August 2023 and were subject to reconsultation. The amendments to the scheme can be summarised as:
- Changes to the Dinting Road frontage, with car parking relocated to the rear to reduce vehicle dominance;
 - Improvements to pedestrian connectivity including redesigning the public right of way so part of route runs through open space;
 - Addition of street trees;
 - Distances between properties increased to improve residential amenity
 - Boundary treatments revised to reduce close boarded fencing and introduce some reconstituted stone sections.
- 3.8 Furthermore, during the determination of the application the applicant changed from Halton Housing to Seddon Homes and as a result a new series of house types were proposed to replace the original drawings.
- 3.9 Both applications combined propose 115 dwellings across the wider site, of which 30% is affordable housing, open space and landscaping and two vehicular accesses and pedestrian links.
- 3.10 This application is accompanied by the following documents: Planning Statement, Design Justification Statement, Affordable Housing Statement, Air Quality Assessment, Arboricultural Impact Assessment & Arboricultural Method Statement, Ecological Impact Assessment, Landscape and Ecological Management Plan (LEMP), Noise & Vibration Assessment, Phase II Interpretative Ground Assessment, Geotechnical and Geo-Environmental Desk Study report and Transport Statement.
- 3.11 A number of technical matters will be dealt with in due course through discharge of conditions applications such as archaeology, drainage, ecology, highway technical drawings.
- 3.12 All plans and documentation associated with the application can be viewed online via the following link on the Council's website

4. RELEVANT PLANNING HISTORY

4.1 The following is a summary of the relevant planning applications relating to the site.

HPK/2017/0325	Outline application for residential development for up to 108 dwellings (access considered)	Approved 06/04/18
HPK/2015/0692	Outline Planning Permission with some Matters Reserved for Residential Development for up to 113 Dwellings	Approved 9/09/16
HPK/2013/0324	Outline permission for residential development for up to 93 dwellings	Refused 5/08/13 Decision allowed at appeal 12/06/14

4.2 Planning applications HPK/2013/0324 and HPK/2015/0692 covered the entire site (Site A & Site B). Planning application HPK/2017/0325 applies only to site.

5. PLANNING POLICIES RELEVANT TO THE DECISION

High Peak Local Plan 2016

- S1 – Sustainable Development Principles
- S1a – Presumption in Favour of Sustainable Development
- S2 – Settlement Hierarchy
- S5 – Glossopdale Sub-area Strategy
- EQ1 – Climate Change
- EQ5 – Biodiversity
- EQ6 – Design and Place Making
- EQ7 – Built and Historic Environment
- EQ9 – Trees, Woodland and Hedgerows
- EQ10 Pollution Control and Unstable Land
- EQ11 – Flood Risk Management
- H1 – Location of Housing Development
- H3 – New Housing Development
- CF3 - Local Infrastructure Provision
- CF6 – Accessibility and Transport
- CF7 – Planning Obligations and Community Infrastructure Provision

Supplementary Planning Guidance

High Peak Design Guide SPD

National Planning Policy Framework

Section 2: Achieving sustainable development

Section 4: Decisionmaking

Section 5: Delivering a sufficient supply of homes

Section 6: Building a strong competitive economy

Section 8: Promoting healthy and safe communities

Section 9: Promoting sustainable transport

Section 11: Making effective use of land

Section 12: Achieving well designed places

Section 14: Meeting the challenge of climate change, flooding and coastal change

Section 15: Conserving and enhancing the natural environment

Section 16: Conserving and enhancing the historic environment

6. CONSULTATIONS CARRIED OUT

Site notice	Expiry date for comments: 22/09/23
Neighbour letters	Expiry date for comments: 22/09/23
Press notice	Expiry date for comments: 24/06/21

Public Comments:

- 6.1 Most of public comments referenced both planning applications in their response, the common themes have been summarised for both applications.
- 6.2 85 letters/ emails of objection have been received raising the following concerns:
 - traffic congestion and impact of local road network
 - loss of green space and impact on biodiversity
 - impact on local services and infrastructure – namely schools, GPs, police
 - public access/ loss of footpath during construction
 - Public safety – concerns that this development and the one related are inside the detailed emergency planning zone that surrounds Carpenter Ltd.
 - Public safety of pedestrians, in particular school children during construction.
 - Overdevelopment and not in keeping with the area
 - air quality and pollution impacts
 - Climate emergency concerns
 - Overlooking and loss of privacy
 - Overshadowing and loss of daylight
 - Nuisance and noise

- Land stability
- Negative / adverse visual impact of the development
- Previous application on the site was refused (HPK/2013/0324)
- Unsustainable location
- Impact on local scenery
- Drainage issues
- Concerns about crime
- Loss of separation between Hadfield and Glossop so it will become just one area.
- Too little affordable housing.

6.3 18 letters/ emails have indicated their support for the proposals citing the following reasons:

- It will provide much needed housing and will be opportunity for first time buyers to purchase properties.
- It will provide affordable housing.
- The development will create jobs.
- It is a sustainable location, in proximity to the railway station

6.4 The material planning matters from all consultation responses received are summarised in this section of the report. Full consultation responses can be viewed on the publicly available planning file. The consultation responses below relate to the revised scheme which was submitted in August 2023, several of the consultees drafted joint responses for both applications. Further revised technical information was received in November 2023 including noise and air quality reports and revised refuse vehicle tracking plans.

Consultee	Comment
Housing Officer	<ul style="list-style-type: none"> • Affordable units are well pepper potted cross the site to facilitate a sustainable community 80% affordable rent (28 units) and 20% shared ownership (7 units) proposed, compliant with policy H4. • A good range of property types is proposed including 1, 2 and 3 bedroom dwellings, although property mix does not align with the findings from the recently completed HELNA which suggested a lower proportion of 3 bed units. • Applicant is proposing affordable housing mix below with 65% of units being 3 bed. 23 x 3 bed (65%) 8 x 2 bed (22%)

	<p>4 x 1 bed (11%)</p> <ul style="list-style-type: none"> • Home options data for Glossopdale area indicates the following housing need. <ul style="list-style-type: none"> ○ 164 households require 1 bed accommodation ○ 124 households require 2 bed accommodation ○ 52 households require 3 bed accommodation ○ 19 households require 4+bed accommodation • The emerging Developer Contributions SPD seeks to encourage developers to provide larger number of bedspaces to allow greater flexibility and better living conditions for occupants 2b4p. Several of the proposed affordable units types do not meet this aspiration.
<p>Tree Officer</p>	<p>Concerns are raised that more trees are going to be lost at the site than will be replaced. 85 trees are proposed to be removed and 98 trees are proposed as replacements in Site B. Policy EQ9 requires a 2:1 replacement for any trees lost and which would require 170 trees to be planted.</p> <p>Houses are brought closer to the Dinting Road reducing the potential tree planting, the outline application showed extensive tree planting along the boundaries of the site to help ground the site in the peri-urban location and to help maintain a rural feel along Dinting Road. These boundaries have largely been stripped right back in terms of tree planting and buildings brought up closer to Dinting Road, increasing the urban feel significantly and dramatically reducing the amenity of the area.</p> <p>The proposed species mix is poor, relying on a limited number of species, genus and plant families that will leave the future landscape vulnerable to future disease pressures. A good guideline for a robust planting mix is to achieve the 10/20/30 rule: no species should account for more than 10% of the total trees, no genus should account for more than 20% of the total trees and no family group should account for more than 30% of the total trees.</p> <p>There are trees adjacent to streets but this is not the same as street trees. Trees placed in gardens and driveways can easily be removed by the future owners, resulting in denuded streets and the development not achieving the tree cover it set out to do. The street layout needs to be altered to accommodate this, as per government guidelines that set out all new streets should provide street trees.</p> <p>Landscaping plans do not match the site layout plans in terms of proposed planting.</p>

<p>Environmental Health</p>	<p>Noise</p> <ul style="list-style-type: none"> The revised layout brings premises closer to Dinting Road, which has previously been identified as the principal noise source of concern. A revised noise assessment (in line with ProPG and other suitable guidance) should be submitted at determination stage. <p>Land Contamination</p> <ul style="list-style-type: none"> The submitted phase 2 contamination report may be accepted Sutcliffe Investigations, “Phase II Interpretative Ground Assessment” (ref: 30241 LGRO2 revA), dated August 2019. This report identifies a risk associated with ground gas consistent with NHBC Amber 2. For this reason, and to protect the health of the public condition 1 is suggested. <p>Construction</p> <ul style="list-style-type: none"> The construction/demolition stage of the development could lead to an increase of noise and dust etc. experienced at sensitive premises and subsequent loss of amenity, for this reason conditions 2 to 7 are suggested. <p>Air Quality</p> <ul style="list-style-type: none"> As a result of the changed layout, placing the facades of residential properties at roadside, an air quality impact assessment must be undertaken prior to determination to assess the exposure of future occupants to ensure there will be no adverse impacts. The assessment will need to take into account, permitted developments, including A57 link road. The air quality assessment previously undertaken does not include an assessment of future exposure and was not previously requested as the properties had been proposed to be set back from Dinting Road.
<p>Open Spaces Officer</p>	<ul style="list-style-type: none"> The changes to the on-site play space are acceptable and our previous concerns have been addressed. Whilst the footpath does run along the eastern edge and is close to some of the properties, it is well placed for access to the play space for the new houses and the existing ones beyond on Shaw Lane. It also provides a route to Glossopdale school which avoids using busy main roads.
<p>DCC Highway Authority</p>	<ul style="list-style-type: none"> The internal layout does include trees adjacent to the estate roads which is welcomed; however, they are only on one side of the road(s) and some appear to be within private curtilages. To accord with paragraph 131 of the NPPF, all streets with the development should be tree

	<p>lined.</p> <ul style="list-style-type: none"> • The internal junctions should be laid out as pedestrian priority junctions. • The internal segregated footway is welcomed and provides a good pedestrian link from Dinting Road to Shaw Lane to the north of the site which also provides a pedestrian link to the school, again to the north of the site. • The segregated footway, verges and trees are all expected to be within the publicly maintainable highway extents and shall be included as such in any future S38 submission. • It is not clear if the verge fronting Dinting Road is intended to be highway verge or not. If not, the visibility splays at both site accesses will be outside of controlled land. Clarification is requested on the intention for verge/site boundary treatment to ensure that emerging visibility splays are all within publicly maintainable highway. • Plots 47 to 58 all appear to have pedestrian links directly off Dinting Road. This is likely to encourage roadside parking on a bend and would potentially obstruct visibility from the south easterly site access, both of which could have a detrimental impact on highway safety. • The gradients of the internal roads and footways are not clear, the gradients of the internal estate roads and footway shall be no greater than 1 in 20. If the design speed is 20 mph a forward visibility splay of 25m is require or 17m for a 15 mph design speed. • The revised internal swept path analysis for 11.2m refuse vehicle are acceptable.
DCC Flood Risk Management Team	<ul style="list-style-type: none"> • The LLFA need to see how the proposed sustainable drainage system will provide the appropriate treatment stages from the resultant surface water discharge, in line with Table 4.3 of the CIRIA SuDS Manual C753, and how these fit into the proposed layout. • 2. The LLFA need to see clarification as to why swales and permeable paving have been omitted from the drainage strategy, they were initially proposed in the Flood Risk Assessment at outline stage of application but are not shown on the proposed layout. Please supply full details of all currently proposed SuDS features
Public Rights of Way Officer	Objection:

	<ul style="list-style-type: none"> • Glossop FP 201 runs through the proposed development site. • With reference to the proposed diversion, I would draw your attention to Rights of Way Circular (1/09) which states: '7.8 In considering potential revisions to an existing right of way that are necessary to accommodate the planned development, but which are acceptable to the public, any alternative alignment should avoid the use of estate roads for the purpose wherever possible and preference should be given to the use of made-up estate paths through landscaped or open space areas away from vehicular traffic.' • The proposed diversion follows the lines of estate roads and does not go through landscaped or open areas, also referred to as a green corridor. • In diverting a footpath, consideration must also be given to the convenience of path users, which in this case has not been prioritised, as the proposed alternative route is significantly longer than the existing path. • As a cycle path is also required in this location, one should be provided in addition to the PROW, through a green corridor, along a fairly direct line, similar to the existing alignment. • As the proposed diversion is unacceptable, the Public Rights of Way Section objects to the current proposed layout of the development.
AES Waste	<p>Properties should be planned so bins can be stored within the property boundary and be moved to the presentation point without the need to go up or down steps or through the property. Garden gates need to be wide enough to accommodate a standard 240l wheeled bin. All roads that are intended to be used for the purposes of waste collection must be suitable for a full size 32 tonne waste collection vehicle with a turning circle of 22.5m. It is advisable to design out the need for collection vehicles to reverse where possible. If reversing is unavoidable the following must be applied:</p> <ul style="list-style-type: none"> - waste collection vehicles should not reverse more than 12 meters - the reverse should be straight and free from obstacles and visual obstructions
Derbyshire Police	<p>Concerns relating to community safety:</p> <ul style="list-style-type: none"> • Dinting Road frontage - cars dominating the rear of the entire housing blocks, places parking out of view of associated plots tight up to boundary fencing, within broadly unlit space, with a series of 7 narrow and uncontrolled access corridors between blocks.

	<ul style="list-style-type: none"> • Parking which is not in view or in-curtilage, which the 72 spaces for plots 1-6 (HPK/2021/0161) and 47-76 effectively are, raises the fear of crime, and could lead to front of plot parking on Dinting Road, and an under use of the backs of these houses. • Prefers original layout rather than revised plans and raises concerns about a number of plots not having side windows (plots 14, 17, 50, 58 and 78, 111) • Flats at plots 112-115 have no associated view over their recessed parking court. If built handed the opportunity to supervise this court could be made available by adding a lounge window to both facing plots (currently 114 and 115).
Environment Agency	EA no comments to make at RM stage but will make comments at discharge of conditions stage.
Derbyshire Wildlife Trust	<ul style="list-style-type: none"> • Revised plans has brought the houses closer to the main road and the wildflower grassland looks to be omitted, which is disappointing. An attenuation basin and green space is still proposed adjacent to the Shaw Lane development, along with a belt of green space along the eastern boundary. This was previously proposed as tussocky grassland with blocks of native scrub planting, which we supported and hope will remain within the landscaping scheme. • The Landscape and Ecological Management Plan (LEMP) will need updating to reflect the revised scheme and conditions 22, 23, 26, 27 will need to be discharged. • The development will result in the loss of species-poor grassland, which will be partially compensated for through the creation of open space in the north and east, along with vegetated gardens. It is important that open space maximises potential biodiversity value with high quality planting and seeding.
Network Rail	<p>Objection:</p> <ul style="list-style-type: none"> • A Risk Assessment and Method Statement (RAMS) is required for all works to be undertaken within 10m of the operational railway under Construction (Design and Management) Regulation • Fencing - The applicant will provide at their own expense (if not already in place): <ul style="list-style-type: none"> ○ A suitable trespass proof steel palisade fence of a minimum height of 1.8m adjacent to the boundary with the railway/railway land, it should be set back at least 1m from the railway boundary. ○ The fence should be maintained by the developer and that no responsibility is passed to Network Rail.

	<ul style="list-style-type: none"> • Encroachment: The developer/applicant must ensure that their proposal, both during construction, and after completion of works on site, does not affect the safety, operation or integrity of the operational railway, Network Rail land and its infrastructure or undermine or damage or adversely affect any railway land and structures. • Scaffolding: within 10 metres of the Network Rail / railway boundary must be erected in such a manner that at no time will any poles over-sail the railway and protective netting around such scaffolding must be installed. • Drainage proposals: The applicant must ensure that the proposal drainage does not increase Network Rail's liability, or cause flooding pollution or soil slippage, vegetation or boundary issues on railway land. • Excavation and Earthworks and Network Rail land: The applicant will agree all excavation and earthworks within 10m of the railway boundary. • Boundary treatments: any structures on the applicant's land which runs seamlessly into a section of Network Rail infrastructure will require Network Rail agreement/comments and interface/supervision to ensure that there is no impact to or increase in risk to Network Rail assets. • Noise: The council and the developer (along with their chosen acoustic contractor) are recommended to engage in discussions to determine the most appropriate measures to mitigate noise and vibration from the existing operational railway to ensure that there will be no future issues for residents once they take up occupation of the dwellings. • Trees: proposals for the site should take into account the recommendations of, 'BS 5837:2012 Trees in Relation to Design, Demolition and Construction', which needs to be applied to prevent long term damage to the health of trees on Network Rail land so that they do not become a risk to members of the public in the future.
United Utilities	<ul style="list-style-type: none"> • Request that the applicant submits a plan outlining the proposed levels (including finished floor levels and ground levels) shown in metres above Ordnance Datum and an indicative foul and surface water drainage strategy (including cover and invert levels). • The applicant should note that it may be necessary to raise finished floor and ground levels and / or include mitigation measures to manage the risk of sewer surcharge. • Encourage all developments to include sustainable drainage systems to help manage surface water and to offer new opportunities for wildlife to flourish. We

	request that Local Planning Authorities and applicants do all they can to avoid surface water entering the public sewer.
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7. POLICY AND MATERIAL CONSIDERATIONS AND PLANNING BALANCE

Planning Policies

- 7.1 The determination of a planning application is to be made pursuant to section 38(6) of the Planning and Compulsory Purchase Act 2004, which is to be read in conjunction with section 70(2) of the Town and Country Planning Act 1990.
- 7.2 Section 38(6) requires the local planning authority to determine planning applications in accordance with the development plan, unless there are material circumstances which 'indicate otherwise'. Section 70(2) provides that in determining applications the local planning authority "shall have regard to the provisions of the Development Plan, so far as material to the application and to any other material considerations." The Development Plan currently consists of the High Peak Local Plan 2016.
- 7.3 Paragraph 11 of the National Planning Policy Framework (NPPF) explains that there is the presumption in favour of sustainable development. For decision makers this means that when considering development proposals which accord with the development plan they should be approved without delay; or where the development plan is absent, silent or relevant policies are out of date, grant planning permission unless any adverse impacts would significantly and demonstrably outweigh the benefits when assessed against the policies in the NPPF taken as a whole.
- 7.4 Core principles of the NPPF include:
- Delivering a sufficient supply of homes
 - Building a strong, competitive economy
 - Promoting sustainable transport
 - Making efficient use of land
 - Achieving well designed and beautiful places.
- 7.5 Section 5 of the NPPF relates to delivering a wide choice of high quality homes. Paragraph 60 requires the Local Planning Authority to meet the objectively assessed needs for market and affordable housing in the area and provide five year housing land supply. The Council is considered to have a five year housing land supply and therefore housing supply policies are up-to-date.

- 7.6 Local Plan policy S1a establishes a presumption in favour of sustainable development as contained within the NPPF.
- 7.7 The site lies within the built up area boundary of Hadfield as defined by Policy S2 of the adopted Local Plan. In accordance with Policy H1, sites which lie within the built up area boundary, but unallocated for residential development, will be supported in principle for housing development, subject to other policies in the Local Plan.

Principle of Development

- 7.8 Outline planning permission HPK/2017/0325 was granted consent in April 2018 with all matters reserved, with the exception of access. Prior to this application, the principle of residential development at the site was established by an appeal being allowed in June 2014. Subsequently, two further outline planning applications were approved HPK/2015/0692 and HPK/2017/0325.
- 7.9 In light of the site's planning history, the principle of the development has been accepted and this application therefore does not present an opportunity to revisit the principle. Whilst a number of objectors raise concerns over the impact on the local roads network in terms of traffic generation, safety and local services and facilities, this matter was considered in respect of the original outline application and the impact found to be acceptable subject to securing financial contributions towards a variety of off-site infrastructure and service improvements through the completion of a s106 agreement.
- 7.10 The site is not an allocated housing site within the adopted Local Plan but it does lie within the built up area boundary for Hadfield and therefore under the terms of Policy H1 is acceptable in principle. Notwithstanding this, as outline consent has already been granted, the principle of development has been accepted by the Council.

Housing Mix

- 7.11 The submitted plans show a total of 101 dwellings, predominately 3 and 4 bedroom houses for the market housing with some 2 bedroom house and 1 bedroom apartments in the affordable housing element. All dwellings comply with the Nationally Described Space Standards (NDSS).
- 7.12 Policy H3 of the adopted Local Plan requires new residential development to address the housing needs of the local people, by, amongst a number of criteria, providing a range of market and affordable housing types and sizes that can reasonably meet the

requirements and future needs of a wide range of households. This policy also sets out the need to provide housing that takes account of the characteristics of the existing housing stock in the surrounding locality. The proposals include 30 affordable homes in line with the 30% policy requirement of Policy H4. The following housing mix is proposed:

Size	Market	Affordable	Total number	Proportion of all proposed dwellings (%)
1 bedroom	0	4	4	4%
2 bedrooms	0	8	8	8%
3 bedrooms	62	18	80	79%
4+ bedrooms	9	0	9	9%
Total	71	30	101	100%

7.13 The High Peak District Council Housing and Economic Land Needs Assessment (September 2022) (HELNA) provides an updated analysis of the housing mix required across the Borough as well as providing a more fine-grained assessment of the recommended housing mix across each of the Local Plan Sub-Areas. This includes Glossopdale within which this application site is located. Accordingly, the HELNA is deemed to be a “successor document” to the SHMA as referenced in Policy H3 and it should therefore be taken into account when determining the application.

7.14 HELNA recommendations with a market adjustment are also provided. This results in a 15% reduction in the number of smaller (1-2 bed) dwellings and a commensurate increase in the number of 3 and 4 bedroom properties to reflect “the very pronounced socio-economic shock precipitated by the pandemic and the strong (and what appears to be a permanent) shift towards homeworking and the need for larger properties to accommodate this.” (HELNA, para 12.34).

	1 bed	2 bed	3 bed	4 bed	5+ bed
2014 SHMA	10%	45%	35%	10%	n/a
Market – HELNA Glossop	7%	37%	46%	9%	1%
Market – HELNA Glossop (with market adjustment)	6%	31%	49%	12%	1%
Social – HELNA Glossop	41%	36%	22%	1%	0%
Social – HELNA Glossop (with market adjustment)	35%	31%	28%	7%	0%
% of existing stock in Hadfield South ward	3%	26%	51%	20%	
Proposed housing mix	4%	8%	79%	9%	0%

7.15 The proposed housing mix does over provide the number of 3 bedroom properties and under provide on 2 bedroom homes as there are no market 2 bedroom properties, these are all affordable. However, although the 3 bedroom provision is higher, the number of 4 bedroom properties is not disproportionate and there are no 5 bedroom properties proposed.

Affordable Housing

7.16 In accordance with Policy H4 of the adopted Local Plan, sites having more than 25 units are required to provide 30% affordable housing of which a target of 80% should be allocated for rented purposes, unless otherwise justified through a financial appraisal. Condition 39 of the outline planning permission also reinforced this requirement.

7.17 The NPPF defines affordable housing as housing for sale or rent, for those whose needs are not met by the market. It defines the different types of affordable housing, which include affordable housing for rent, discount market sales housing and other affordable routes to home ownership, which for example can include shared ownership.

7.18 The High Peak HELNA (Sept 2022) highlights the need for affordable housing in terms of social rent, affordable rent, and forms of affordable home ownership as set out in the NPPF. Additionally, the Local Plan specifically highlights the importance of affordable housing in the 'Strategic Housing Needs Survey' and the 'Affordable Housing Viability Assessment'.

7.19 The Housing Officer advised in September 2023 for Glossopdale there was a need as follows:

- 164 households require 1 bed accommodation
- 124 households require 2 bed accommodation
- 52 households require 3 bed accommodation
- 19 households require 4+bed accommodation

7.20 The scheme proposes 30 affordable homes comprising 24 for affordable rent and 6 intermediate sale of the following mix:

- 4 x 1 Bed Apartments (2 person)
- 8 x 2 Bed house (3 person)
- 18 x 3 Bed house (4 person)

7.21 The Housing Officer comments that in the newly adopted Developer Contributions SPD for there is an aspiration for affordable housing to provide greater space standards that the

NDSS prescribes. The affordable housing meets the NDSS standard for the house types but not all properties reach the greater standard advocated by the SPD. For example, the 2 Bed 3 person houses should meet the 2 Bed 4 person house standard. On balance, all of the affordable housing properties meet, and in some cases exceed, the NDSS standard and even applying the greater standards all units are within 90-95% of the greater SPD requirement which is considered acceptable.

- 7.22 The scheme accords with policy H4 by providing 30% affordable homes and will address an identified need in Glossopdale. The affordable housing is distributed throughout the site with small clusters, mixed amongst the market housing helping to achieve a mixed and balanced community.

Layout considerations

- 7.23 Policies S1 and EQ6 of the adopted Local Plan seeks to ensure that development is well designed and of a high quality that responds positively to its environment whilst contributing towards local distinctiveness and a sense of place. New development should take account of the distinct character, townscape and setting of the area and secure high quality and locally distinctive design and amenity. These policies reflect guidance contained within the NPPF and particularly paragraph 124 which recognises the importance of creating high quality buildings and places, with good design being a key aspect of sustainable development. The adopted Supplementary Planning Document on Residential Design 2005 also provides guidance on the approach to new residential development, and the factors which contribute toward local distinctiveness.
- 7.24 The SPD Residential Design Guidance 2005 recognises the need to ensure that new development is accessible to everyone and the importance of creating places which are welcoming and inclusive. The adopted High Peak Design Guide 2018 sets out that new development should follow the pattern of development within a settlement and contain a variety of building forms which reflect the rhythm, balance and palette of materials of the surrounding area.
- 7.25 The NPPF highlights that good design is a key aspect of sustainable development and should contribute positively to creating places which people wish to live and work. Paragraph 135 requires development to function well and add to the overall quality of the area for the lifetime of the development. It should respond to local character and history and be visually attractive as a result of good architecture, layout and appropriate landscaping. Paragraph 139 of the Framework advises that permission should be refused for development that is not well

designed and where it fails to reflect local design policies and local design guidance, including supplementary planning documents.

- 7.26 The National Design Guide highlights the government's priorities in the form of 10 important characteristics of context, identity, built form, movement, nature, public spaces, usage, buildings, resources, and lifespan.
- 7.27 Policy S7 supports the development of new housing on sustainable sites within the built up area boundary for Glossop, whilst also requiring new development to protect and enhance the landscape character. These policies reflect guidance contained within the NPPF which recognises the importance of seeking high quality and inclusive design for all development, including individual buildings, public and private spaces. The adopted Supplementary Planning Document on Residential Design 2005, also provides guidance on the approach to new residential development, and the factors which contribute toward local distinctiveness.
- 7.28 The design of the development has had to respond to existing site constraints, principally the existing embankment on the eastern boundary and the public right of way (FP 201) crossing the site. Dwellings have been orientated to back onto the railway embankment, these are split level properties (storeys to the front and 2 storey to the rear) to accommodate to the change in site levels. The public right of way which links The Shaw with Dinting Road is retained but realigned within the development layout.
- 7.29 The two vehicular access points onto Dinting Road in addition to the pedestrian only accesses to The Shaw and Dinting Road (adj. to Plot 50) facilitates a permeable layout, making walking to and from the site a viable option for future residents. The incorporation of street trees throughout the site, as advocated by the NPPF paragraph 136, will add to the streetscene character and soften the urbanising effect of residential development which is a positive element of the design approach. However as pointed out by the arboriculturalist and highways these are not street trees but trees planted in gardens and they object on this basis. This has been raised with the developer and revised plans are being prepared and a further update on this matter will be provided. If members are minded to approve the application it is recommended that this is a delegated authority to officers to approve subject to landscaping issues being resolved.
- 7.30 The development, together with the adjacent site, has a long frontage onto Dinting Road. The plans illustrate that houses along the Dinting Road frontage would be slightly setback from the main road, with a limited landscape buffer, footpath and front

gardens separation. Although the landscape buffer is limited in size it will soften the edge of the development which will also be beneficial to the occupiers fronting Dinting Road. The building line of these properties is consistent with the frontage dwellings on the adjacent site.

- 7.31 Bringing the development closer to the frontage of Dinting Road was a deliberate design change from the outline planning application. As the tree officer notes, the outline scheme had significant planting fronting Dinting Road but this is not a characteristic of the area, which is currently very open with little tree planting. It was an attempt to obscure the development rather than create a street scene in urban design terms. The change in design approach is therefore considered to be a positive improvement.
- 7.32 The layout proposes a street hierarchy, with the two access points facilitating a primary loop road that interconnects with secondary streets and shared access driveways. Developments incorporating a defined street hierarchy are encouraged by the NPPF and the National Design Guide to create streets that are less car dominated and encourage wider connectivity. The road layout facilitates a loop of connectivity throughout the development avoiding cul-de-sacs which is considered a positive feature of the design proposals.
- 7.33 15 different house types are proposed for the market housing, a mixture of detached and semi detached properties, and a further 5 house types for the affordable housing including a small apartment block of 4, 1 bedroom flats. A mix of hipped and pitched roofs are proposed and materials are reconstituted stone facings and interlocking concrete roof tiles. Most properties are two storey high except the properties on the eastern boundary which are 3 storey high.
- 7.34 Garden boundaries are largely formed by 1.8m fencing and most of the corner plots have 1.8m high reconstituted stone wall and piers to add interest to the street scene and reduce the monotony and dominance of close boarded fencing.
- 7.35 An area of open space has been provided across both development sites, which includes an attenuation pond. An area of local play is situated in the application site which was a requirement of the S106. The open space is located centrally within the entire development site and incorporates the public footpath along the eastern edge. The Open Space officer supports the location of the open space in this location as it will be easily accessible to all residents.

- 7.36 The Police Design Officer has raised a number of comments about the design and indicated that they preferred the original layout. Nevertheless, Planning Officers had concerns about fundamental layout concepts of the original design which needed to be changed and amendments have been made in the revised plans. The Police Design Officer's prime concern is natural surveillance and it is the planning officers views that the proposals generally accord with secure by design principles by ensuring that open spaces and footpath routes through the site are over looked by residential properties.
- 7.37 Officers are satisfied that revised plans have addressed most on their initial concerns and the proposals generally comply with policies S1 and EQ6, the Residential Design Guide SPD and the NPPF.

Amenity

- 7.38 All houses, except the two first floor maisonette flats, have been provided with adequately sized gardens that are considered an appropriate size in proportion to dwelling size. The two first floor maisonette flats have Juliette balconies.
- 7.39 The scheme has been designed so it is largely outward facing with gardens backing onto each other, which assists by increasing back to back distance between properties. In other situations, driveways and parking areas provide distances between properties to avoid overlooking and overshadowing / overbearing impacts between houses within the development.
- 7.40 The nearest neighbouring dwellings are 7 and Mouselow Mews. These dwellings are sited gable end on to the new development and a separation of c.13 -14m will be achieved, which is generally regarded to be sufficient to protect amenity. The only other neighbouring dwellings that could potentially be affected are the newly constructed dwellings at Shaw Lane to the north. However, due to the intervening public open space, and the angle of the proposed dwellings relative to the rear elevations of these properties, no overlooking or overbearing impacts are anticipated. It is considered that the proposals will not result in any adverse amenity impacts to existing and surrounding properties and therefore satisfy the policy requirements of policy EQ6.

Landscape & Trees

- 7.41 The landscape impact of the proposals was broadly assessed when the outline planning application was determined, which considered the change in character from countryside to suburban

residential development. The site is not subject to any landscape designations that indicate that it is of a high landscape value, nationally or locally. In determining the outline planning application it was concluded that the proposal would be viewed in its context with the surrounding built form of The Shaw and Dinting Road so that it would not have a significant adverse impact on the character and distinctiveness of its surroundings.

- 7.42 Policy EQ9 of the adopted Local Plan advises that it will protect existing trees, woodlands and hedgerows. This would be achieved by requiring existing woodlands, trees and hedgerows to be retained and integrated within a proposed development. It requires development to provide appropriate tree planting and soft landscaping. The site contains a number of trees which surround the site along Dinting Road which are visually important and provide other benefits, such as biodiversity.
- 7.43 None of the trees at the site are subject to Tree Preservation Orders. The application is supported by an Arboricultural Impact Assessment and Method Statement which justifies the removal based on a tree survey. Species present at the site include Oak, Sycamore, Ash, Silver Birch and Hawthorn. The application proposed the removal of 85 trees comprising of 6x individual trees, 2x partial groups and 1x entire group. Two of the trees are category B trees (1 Oak and 1 Silver Birch) the remainder are category C or U classified trees. Some minor crowing lifting work is also proposed. The Tree Officer has no objection to the removal of any of these trees.
- 7.44 The Tree Officer has concerns about the layout of the scheme being more urban than was originally proposed as the outline scheme indicated that there would be more planting along the Dinting Road frontage. The original reserved matters plans prepared for Halton Homes did include more a landscape buffer at the Dinting Road frontage. However, this design approach was not considered satisfactory by officers as internal access roads and parking also dominated the frontage and it was considered preferable for the development to address Dinting Road and provide a proper street frontage. This design approach may be a compromise but it also facilitates further design improvements within the site, in particular the open space.
- 7.45 It has become apparent that the landscaping plans do not match the illustrative site layout plan and there are discrepancies particularly with the placing of street trees which have been placed within properties rather than with highway verges. This issue has been highlighted to the applicant and revised plans will be prepared.

- 7.46 Officers also intend to have further discussions about the landscaping proposal along the Dinting Road frontage and the species mix. Further updates will be provided at planning committee. In general, officers are satisfied that the proposals are acceptable in relation to tree and landscape matters subject to a few minor revisions. Therefore, it is recommended that a delegated authority is given to officers to finalise the landscaping details in consultation with the Chairman.

Noise and Air Quality

- 7.47 Condition 42 of the outline planning permission required the reserved matters submission to include an assessment of the impacts of noise and vibration from the railway line on the submitted layout.
- 7.48 A revised Noise & Vibration Assessment was submitted in December 2023. The assessment shows that site is principally affected by road traffic noise from Dinting Road requiring the provision of uprated glazing in bedrooms closest to and directly or obliquely facing the road, alongside the provision of alternative means of ventilation, thereby negating the need to open windows. Levels of vibration, associated with the railway, are significantly below those at which adverse effects may be experienced by future residents. The assessment concludes that, with the provision of the recommended noise mitigation measures, residential amenity for future occupants of the development will be suitably protected.
- 7.49 At time of writing, a response to the revised Noise & Vibration Assessment had yet to be received from Environmental Health. A further update will be provided prior to planning committee.
- 7.50 In response to a the consultation on the revised plans for the Seddon Homes scheme, Environmental Health Officer advised that an Air Quality Assessment due to residential properties being closer to the roadside. An Air Quality Assessment was submitted in December 2023. The report explores construction and operational phases of the development considering dust and exhaust emission and the potential impacts on future residents. It concluded that concentrations of NO₂, PM₁₀ and PM_{2.5} are likely to be below the relevant Air Quality Objectives and Interim Target at the development location and therefore the site is considered suitable for the proposed use from an air quality perspective.
- 7.51 At time of writing, a response to the Air Quality Assessment had yet to be received from Environmental Health. A further update will be provided prior to planning committee.

Ecology Matters

- 7.52 Additional Ecological information was submitted with the application, comprising an Ecological Impact Assessment and a Landscape and Ecological Management Plan (LEMP). Both documents have been scrutinised by Derbyshire Wildlife Trust.
- 7.53 The outline planning application pre-dated the requirement to secure biodiversity net gain but its ecological impact was assessed in relation to the policy requirements of EQ5 and the NPPF. Several conditions were attached to the outline planning permission relating to ecological matters which are required to be discharged before development commences this include the submission of a LEMP, further details of species protection, mitigation and management (Toads and Badgers) and the provision of bird boxes. Accordingly, the proposals are considered to comply with the provisions of section 11 of the NPPF and Local Plan Policy EQ5.

Access and Highway considerations

- 7.54 Policy CF6 of the adopted Local Plan sets out the need to ensure that development can be safely accessed in a sustainable manner. The outline permission was accompanied by a Transport Assessment which concluded that the surrounding road network could accommodate the anticipated traffic generation from the development, together with the adjacent site. The Highway Authority confirmed that agreed that the local road network could accommodate the additional traffic.
- 7.55 The outline planning permissions also agreed the position of the two access points for the entire development site. Both access points are 2.5m and have adjacent pedestrian footpaths either side with a tree lined frontage. In addition, two pedestrian only accesses are proposed. The first is the existing public right of way (FP 201) connecting to The Shaw and the second is the a footpath onto Dinting Road (adj. to Plot 50), which will connect to the two relocated bus stops, secured by condition 38 of the outline planning permission.
- 7.56 Revised plans were submitted to demonstrate that the internal road layout can accommodate 11.2m refuse vehicles. The Highways Authority has confirmed these are acceptable.
- 7.57 The outline planning permission was approved in the knowledge that future development of the site would require the realignment of the public right of way. The outline scheme proposed that the public right of way would run along the new spine road of the development which would provide a safer lit pedestrian access through the site. The public right of way team raised no objection

to this approach and advised that a Footpath Diversion Order would need to be made in due course.

7.58 The reserved matters scheme proposes the northern part of public right of way, which adjoins The Shaw, will cross the public open space before entering the housing estate and adjoining the general street pavements. This improvement to the realignment of the public right of way was discussed with officers prior to the submission of revised plans in August 2023. The revised design approach is considered preferable as it will provide a varied experience for the pedestrians crossing the site. The Footpaths Team objection is noted. However, without dividing the site into 2 or massively increasing the length of the footpath to take in landscaped and open space areas the use of estate pavements is somewhat inevitable and it is considered that the proposed diversion represents the best possible solution. The proposed path follows the block form of the street pattern rather than the existing route which is “as the crow flies”. Consequently it is slightly longer. However, Officers do not agree with the footpaths team assertion that the proposed alternative route is significantly longer than the existing path. The proposed routing through the estate via lit footways and the POS at the northern end of the site, is considered to provide a direct, safe and usable pedestrian transport link. It is acknowledged that from a leisure perspective, this will be less appealing than the existing provision, or a footpath which is provided entirely within a linear POS. However, an additional, and alternative, longer, leisure walking route has also been provided through the POS to the east.

7.59 Car parking is provided by a mix of garaging, frontage and rear parking courts. Properties have been provided with car parking on the following basis:

- 1 bedroom properties: one allocated parking space.
- 2/3 bedroom properties: 2 car parking spaces, and
- 4 bedroom properties: 3 parking spaces.

7.60 All properties will be provided with a facility to store bicycles, either within a garage or a cycle shed within the rear garden. The proposals are therefore considered acceptable in terms of policy CF6 and the transport considerations.

Proximity to Railway Line

7.61 An objection has been received from Network Rail about the development site’s proximity to the railway line. However, whilst the site itself is adjacent to the railway line, the red line application boundary does not extend to this boundary, there is a separation distance of over 10m. Moreover, it is also the same red line application as the outline planning permission. Therefore, the applicant will not be required to engage further with Network

Rail on the development as none of the development works will come within the 10m buffer zone. Accordingly as this area is outside of the application site red line boundary there is no intention to change the existing boundary to the railway line which comprise low wire fencing and a mature tree belt beyond.

- 7.62 As previously mentioned, Noise and Vibration Assessment has been submitted which assesses the noise levels associated for the properties adjacent to the railway line.

Drainage

- 7.63 Derbyshire County Council Flood Risk Manager has requested further details on the proposed drainage arrangements. However, conditions were attached to the outline planning application requiring details of surface water drainage and foul sewerage disposal, which will need to be agreed prior to the commencement of development. Notwithstanding this, the plans do show sustainable urban drainage features (attenuation ponds) to address drainage concerns. Accordingly, all outstanding matters can be addressed through the discharge of planning conditions.

Section 106 Matters

- 7.64 Policy CF7 requires new development to provide or meet the reasonable costs of providing on site or off site infrastructure, facilities and/or mitigation necessary to make a development acceptable in planning terms. The existing outline consent was granted subject to the completion of an s106 agreement which secured the following:

- Allotment contribution: £76.95 per unit towards Dinting Road allotments;
- Off site sports contribution: £489.40 per unit
- On site open space including LEAP play space and a management company
- Travel Plan.

- 7.65 In addition to these planning obligations, provision of 30% affordable housing was secured by condition 39. Also condition 38 required the relocation of 2 bus stops along Dinting Road to be implemented prior to occupation of any dwellings.

8. PLANNING BALANCE AND CONCLUSIONS

- 8.1 At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development. For decision making this means that amongst other things, that local planning authorities should positively seek opportunities to meet the

development needs of their area unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits and to secure a development that improves the economic, social and environmental conditions of the area.

- 8.2 The development of the site has been accepted by the granting of the outline planning permission for up to 108 houses in April 2014. The submitted scheme demonstrates that the layout, scale, design and materials are acceptable and would have a positive impact on the character of the area.
- 8.3 There is no adverse impact in terms of visual amenity, highway safety or ecological matters.
- 8.4 The scheme would deliver important social benefits including the provision of affordable housing, open space on site and other off site financial contributions towards sports provision, allotments and new bus stops. These factors weigh in favour of the scheme.
- 8.5 Accordingly, the proposal is considered to comprise sustainable development under the terms of the NPPF, and complies with Policies S1, S1a, S5, EQ2, EQ5, EQ6, EQ9, H1, CF6 and CF7 of the High Peak Local Plan 2016 which seek provide sustainable residential development. It therefore benefits from the presumption in favour and accordingly is recommended for approval.

9. RECOMMENDATIONS

A. That officers, in consultation with the Chairman are given delegated authority to approve the application subject to resolution of outstanding landscape matters, with the following conditions imposed:

- **Implementation of landscaping**
- **Bicycle storage plans**
- **Implementation of mitigation measures as per noise assessment.**

B. In the event of any changes being needed to the wording of the Committee's decision (such as to delete, vary or add conditions/ informatives/planning obligations or reasons for approval/refusal) prior to the decision being issued, the Head of Development Services has delegated authority to do so in consultation with the Chairman of the Committee, provided that the changes do not exceed the substantive nature of the Committee's decision.

