

In opening I would like to thank the panel for affording me this opportunity to speak today but it is disappointing that the venue could not be made available in Glossop. This location has made it difficult for those wishing to attend due to transport issues work and family commitments, I may add had the venue been in Glossop the inspector may have witnessed the effects of the ever increasing development and resulting traffic volume has on an infrastructure designed but not updated since victorian times

I hope I am incorrect but I have learned today that the Council are not going to contest the appeal on any of the four issues originally stated. Issues that appear to have been calculated away with data based on desk top exercises, numbers that can be massaged and altered to suit criteria in answer to council bodies continually contesting how the results had been arrived at, be it biodiversity net gain , travel plan trip counts, school placements or the effects on an AQMA and most importantly, delivery of affordable housing

On paper Wainhomes gives the impression all aspects of the development now look rosy but the reality I repeat the reality for the wider community will be totally different. In being the parents who currently conduct two school runs because they cannot get their children into the same school, parents who are concerned about the safety and health of children attending Dinting primary school, the mitigation is to provide funding for monitoring of air quality but it does nothing to improve it and in the appellants counter argument they admit the development will add to those levels. Health, two year waiting list for a Dentist and protracted doctors appointments

Affordable housing a major goal of the local plan was to provide affordable homes for local young families and workers so they did not have to go outside the Borough to seek homes, to permit this development without the 30% allocation for affordable totally fails those families and the proposed 106 is an insult to those families who bought into the concept of the local plan.

The Council has declared a climate and subsequently a wildlife emergency, this development if approved flies in the face of both declarations.

The site promotes car use, no one will carry a heavy weekly shop back from the shops. School runs are inevitable as nearby schools will be near full or fully subscribed with the number of current developments coming onto the market. Pressure on highway capacity at peak times will be increased at a section of a Primary Route Network, the A57, renowned for standing traffic and can only add to carbon emissions thus reducing air quality and potentially increase the danger of school children coming into conflict with traffic when attending Dinting school.

Contrary to the Transport Plan, people of impaired mobility will struggle to access Dinting station or even the development due to the gradients encountered. The section

of the A57 is known for not being Cyclist friendly nor does it promote a safe environment for its undertaking.

Air quality. Annual mean Tube readings sited within the AQMA which have been questioned and reasoned they can not be accurately established due to reduced traffic during the Covid Pandemic but other factors have not been taken into account, The 20 week gas main upgrade A57 Mottram Moor, the closure and ongoing restrictions on 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.

Wildlife, the site is a habitat for a species of Bee its numbers have decreased nationally by 93% red listed bird species, Barn owls and rare flora only found on ancient meadow all to be ripped up and purportedly replicated off site to the benefit of people outside the ward, a loss of open space that has been enjoyed by locals for decades

Footpath 50 residents legal right of unrestricted access over the footpath, the only means of access to their homes and that of emergency services have been ignored with no consultation whatsoever regarding the crossing point, it cannot be constructed without obstruction and as one resident put it, fires do not wait for a vehicle to be removed or a barrier to be taken down. I may also emphasise that at no stage has the wider community been consulted regarding any proposal pertaining to the development.

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

Ideally to get a complete understanding of local issues, he should make arrangements to visit the site during school proposed drop off/ pick up times.

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 440 + plus objections to the initial application and a petition post appeal that attracted 500 signatures in its first week now stands at 853, objections from across the Glossop community because they experience the reality. The Decision to refuse the application was welcomed by the greater Glossop community, if the decision is overturned then where is the democracy and respect for the views and concerns for the people of Glossop. In all seriousness if the Decision of an elected Development control committee can not carry authority, then they should consider what is the relevance of the post and contemplate resigning.



Mr Philip Miskell, 04 Adderley place, Glossop. 25.06. 2024 speaking on behalf of 1000 + petitioners who object to the Development , land at Dinting Vale.

Mr Wildgoose you asked about the period of closures to the A57 as the point was made that reduced traffic flow as a result of the closures it would follow that there would be a reduction in adverse air quality readings over that period and it was established such gaps in data had not been factored in to the AQMA model

East bound carriageway Feb.2022 closed 1 month due to landslip, closed 1 month August to September 2022 for major repairs May 2023 further landslip, road closed and again in August for 1 month. Proposed closure Oct 2024 for 1 month for major maintenance. Throughout this period and still in force the A57 has been subject to barring the transit of heavy goods vehicles and subject to a 20mph speed restriction, you may have seen the Highways signs informing drivers and notifying them of alternative routes to travel east.

Westbound April 2022 the A57 was subject to a 5 month blockade to permit a major gas pipeline up grade, again this was not factored into the traffic/ AQMA model as an indicator for reduced levels of Nitrogen Dioxide. To date the restriction east has drastically reduced traffic counts which can only realistically be recorded once the A57 is fully open.

The Council fully intends to develop the Council land on the back of this application (if approved) and intends to add another 30 to 40 houses proposing to use the A57 access. So the reality is we are talking about 130 plus houses, which has always been the case, it is not hard to reason that the results of all current Highways surveys traffic plans, 106's, CILs the effect on the AQMA, or any data submitted, despite being argued they are robust as they are based on 100 houses, are now to my mind degraded by this proposal. Indeed the council have a longstanding relationship with the appellant which goes back to 2020 and disconcerting to read officer comments that contain, that access is achievable through the development and is crucial, or the case officer noting trees in the middle of two spur roads which could inhibit council access, the site has always been about the delivery of 130 houses, in line with local policy site that isn't all about inclusivity, those of impaired mobility disadvantaged by the gradients to the site or facilitating the ageing population and to the detriment of young families hoping to get on the housing ladder, 130 houses but shamefully, no affordable housing

The residents of the Wainhomes developmet (if approved) may bar access from the council site if their roads are private, indeed the issue of the non compliant gradients of the access road if not adopted by DCC Highways (which looks to be the case) as they will not allocate public funds to a road which if residents decided to bar use to non residents, therefore this has a major adverse effect on sustainable travel but i believe that document is now discounted.

I may add the people of Glossop find it shameful that our council officers pulled their objection , inclusive of expert witness to this appeal at the eleventh hour and left the community who oppose this appeal in significant numbers to flounder. Had we been forewarned, there are those amongst the community who would have gladly helped in providing funds to engage our own independent expertise against what appears to be a one sided excercise, so much for the councils community involvement, as I have stated earlier the people of Glossop turned out in significant numbers during the consultation process prior to the adoption of the local plan to object and show their anger to the inclusion of Adderley place, 10 years later that sense of anger has not abated but recent developments have done nothing but to compound that anger, note 440 plus objections, a petition that attracted 500 signatures in the first week and now stands in excess of a 1000 and growing as surprisingly word is just getting around about the appeal.