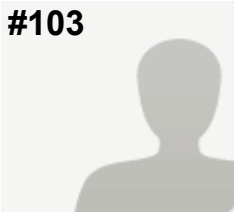


#103



COMPLETE

Collector: Web Link 1 (Web Link)

Started: MMoonddaay., SSeeppteembbeer 0055., 22001166 1100.:3322:0044 PPMM

Last Modified: MMoonddaay., SSeeppteembbeer 0055., 22001166 1111.:3344:3377 PPMM

Time Spent: 01:02:32

IP Address: 2.31.39.229

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Q1: Contact details

* Full Name

Victoria J Raynes

Company

TANSLEY PARISH COUNCIL

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Q2: Do you have an agent working on your behalf?

No

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Q3: Agent contact details

Respondent skipped this question

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Q4: 1. To which part of the Derbyshire Dales Local Plan does your representation relate?(Please submit a separate survey for each representation)

Policy no.

HC19 Accessibility to Transport

Q5: 2. Do you consider the Derbyshire Dales Local Plan to be legally compliant?

Yes

Q6: 3. Do you consider the Derbyshire Dales Local Plan to be 'sound'?

No

Q7: 4. Do you consider the Derbyshire Dales Local Plan to comply with the Duty to Cooperate?

No

Q8: 5. If you consider the Derbyshire Dales Local Plan is not sound, please identify your reasons for this by ticking the appropriate box(es) The Derbyshire Dales Local Plan is not: Positively prepared

Q9: 6. Please explain why you consider the Derbyshire Dales Local Plan is not legally compliant or is unsound or fails to comply with the duty to co-operate, being as precise as possible.

Local Authorities should consider the cumulative impacts of existing and proposed development upon the transport network. In 2007 Scott Wilson transport study said there was 'little scope for further significant highway infrastructure capacity in Matlock' More recent evidence prepared by AECOM June 2016 concluded 'that additional traffic generated by the proposed development in the Matlock area, would put significant pressure on key junctions, to include Matlock Green and Crown Square' we are told mitigation will be difficult/impossible in Matlock, and residents will be encouraged to use more sustainable travel modes! Tansley is 2.5 km from Matlock, this is our service centre, for food and GP, a car is essential to access all day to day requirements, the service bus runs every two hours, cost cutting exercises by DCC are recommending subsidised services are cut, if this happens there will be no public transport into our village. It would appear that allocations of development sites in Tansley were not based upon a sound assessment related to sustainability.

Q10: 7. If you have answered Yes to Q2 or Q3 and wish to support the legal compliance or soundness of the Derbyshire Dales Local Plan or its compliance with duty to co-operate, please use the box to set out your comments.

Respondent skipped this question

Q11: 8. If you consider that the Derbyshire Dales Local Plan is not legally compliant or is not sound, please set out what change(s) you consider necessary to make it legally compliant or sound, having regards to your response to Q6 above. Please set out below in detail your suggested revised wording of any policy or text and explain why your suggested change will make the Derbyshire Dales Local Plan legally compliant or sound. Please be as precise as possible.

Settlement Sustainability Ranking, to include transport was done in 2010(Stage 1 Report) Tansley was not included in this assessment, a Rural Assessibility Study was commissioned for the south of the A52, no study was done for the A615 Tansley.

Scott Wilson 2007 highlighted 'little scope for further significant capacity in Matlock' this was backed up by an assessment in 2016.

The 2016 assessment was done too late to inform the Local Plan, allocations took place prior to this report, however the District council were aware of problems as far back as 2007, known highway constraints should have been a key issue when housing allocations were made -

To access all day to day services Tansley residents need to travel 2.5 km to Matlock, the route they take is the route that has significant constraints related to junctions. These junctions are running at full capacity, no mitigation is possible at Matlock Green or Crown Square.

Sustainability issues have been ignored because of the availability of land.

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Q12: 9. If your representation is seeking a change, do you consider it necessary to participate at the oral part of the forthcoming public examination (or can it be considered by written representations)?

YES, I wish to participate at the oral examination of the plan.

Q13: 10. If you wish to participate at the oral examination, please outline why you consider this to be necessary?

Respondent skipped this question

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Q14: Full name

Respondent skipped this question

Q15: Email address

Q16: Postal address (inc. postcode)

Respondent skipped this question