

Mr & Mrs Phillips

Rose cottage

Chapel Brow

Charlesworth

SK13 5HH

22nd March 2018

For the attention of James Stannard (Case officer)

High Peak Borough Council

PO Box 136

Buxton

SK17 1AQ

**Reference:** Planning application number **HPK/2018/0048**

**Description:** Proposal for *“Change of use to residential. Detached new dwelling with onsite parking access off Chapel Brow”*

Since submitting our initial objections, we have reviewed the newly revised and original documents in more detail. As a result, we have created a revised set of objections and comments which are provided below.

## **Objections**

### **Incorrect / inaccurate boundaries**

- The planning related documents have incorrect/inaccurate boundaries, in that they encompasses land registered to ourselves (Rose Cottage, Chapel brow) e.g. SSS-6808 Topographical Survey

### **Impact on Privacy / Direct sunlight**

- The proposed garden layout will share a boundary with the full length of our front and rear gardens plus patio area. This will have a direct impact on our privacy.
- Also, there does not seem to be any restrictions specified on future fences, landscaping and garden buildings. This could have a further impact on our privacy, direct sunlight, and the conservation area outlook.

### Impact on Conservation area & Biodiversity

- There have already been some relatively recent changes prior to the planning application, in relation to the site. i.e. Removal of deciduous trees, in addition to the pine trees mentioned in the application.
- The proposed development and permanent change in purpose of land from agricultural/grazing could further, and irreversibly, erode the rural setting of the conservation area.



This is clearly illustrated by the aerial photograph below, which shows that the development encompasses a significant area of existing agricultural/grazing land.

**Aerial photograph (prior to recent changes)**



- We believe the existing stone wall at the lane and proposed development boundary, is within the conservation area. The revised plans now show an even more significant stretch of wall being removed (As highlighted in red below). This further increases, and widens, the impact of the proposed development.

- ***Photograph (after recent changes)***



- There is also a Pond behind our garden wall, which is in the land shown on the topographical survey. This is within 500 metres of the development and holds water most of the year. The development site includes refuges (e.g. logs, piles of rubble), grassland, scrub, woodland and hedges. With this habituate, a 'Great crested newts: surveys and mitigation for development projects' would be required, in line with Government survey guidelines (published March 2015), as this development could serious damage a protected species habitat.
- In the Top Chapel Historical information on their website it mentions that 'John Bradbury, obtained a licence to run a public house at numbers 44 – 46 Town Lane and called his pub the 'Cradle and Coffin'. An underground passage ran from these premises to the Independent Chapel graveyard on Monks Road. This passage has now collapsed. Would this historical site be damaged with the development of this site?

### **Supporting walls**

- These wall changes now also seem to continue up to our garden supporting walls. This has led to concerns relating to potential damage and support issues relating to the end of our main garden.

### **Utilities**

We've suffered from fluctuating and/or low water pressure, particularly in the evening. Although acceptable at the moment, we are concerned that any further developments lower down the road could have an adverse effect on the quality of supply.

### Road safety / Traffic survey

- The narrow section of road directly related to the proposed entrance way is regularly used by motorists, cyclists and pedestrians. Motorists use this narrow road, usually at speed, to try and overtake other vehicles using the other intersection of Chapel Brow. This would put anyone using the new driveway at risk, as consideration does not seem to have been given to visibility splays. Please refer to Document 407209- 2.05 – Proposed Elevations, which shows the driveway entrance to have a high wall (which is taller than the runner shown in the document), which is not in line with highway visibility splays.
- There have been a number of collisions on this stretch of lane, including one very recently. Any further increase in risk would be of serious concern.
- With reference to the Traffic Survey - DTPC Report No J653/TS February 2018. The Automated Traffic Survey for Chapel Brow was carried out in February 2016 (road layer change?). If you refer to Department of Transport – TAG Unit M1.2- Data Sources and Surveys January 2014 – section 3.36 it states that Surveys should be carried out during a 'neutral', or representative, month avoiding main and local holiday periods, local school holidays and half terms, and other abnormal traffic periods. National experience is that the following Monday to Thursdays can be neutral: Late March and April – excluding the weeks before and after Easter; May - excluding the Thursday before and all of the week of each Bank Holiday, June, September – excluding school holidays or return to school weeks, All of October, and All of November – provided adequate lighting is available. Surveys are not carried out in February as is not classed a Neutral month due to weather conditions and road conditions causing inaccurate and skewed MPH results
- As referred to in section 3.35 of TAG Unit M1.2- Data Sources and Surveys January 2014 Traffic surveys would normally have a reference point as to where on the road the automated equipment was situated as again this could cause inaccurate reports if not positioned in a neutral area. Section 3.35 states these factors need to be considered: The accuracy of the data, the choice of survey locations, the need for information by vehicle type. This information seems to be missing from the report
- Stopping sites distances (SSD) calculation don't seem to take state or take account Vehicle Type, or weather conditions which does not seem to be referred to in the report apparent for 85th percentile but as the survey was not done at a neutral time (survey took place on February 2016) as required in the DOT guidance notes where weather could have caused different results E.G ice, slush, snow, Foggy conditions
- The transport statement document states that *"DTPC has been appointed by Paul Duffy to provide transport and highway advice for the traffic and transportation implications associated with the proposed residential accommodation on a site adjacent 40 Town Lane, Charlesworth, Glossop, Derbyshire SK13 5HQ"*. This seems to be related to a different development, and Mr Duffy Lives at 44 – 48 Town Lane. Therefore, is this correct?
- DTPC describes the application relating to a site located on the edge of the urban area. Chapel Brow is not an urban area.
- Other information is out of date - Bus time tables from 2015, - These Bus timetables were reviewed in 2017 – 24th April 2017 for the 202 and 29th October 2017 for 394

Once again, if you have any questions or need further information, please feel free to contact us.

Yours faithfully,

Mr & Mrs Phillips