

HPK/2022/0259 – Application for the construction of 10 new houses on vacant land to the north east of Highstones, Bute Street, Glossop

I object to this application which should be refused due to the following material considerations:

Highway junction issues



The junction of Bute Street with Kilmory Fold looking towards the Shire Hill Hospital site. Priority is with traffic coming out of Kilmory Fold.

- The applicant proposes to change the junction between Bute Street and Kilmory Fold. This is because they want to create 10 driveways directly from Bute Street
- The access road to the Shire Hill Hospital site is steep. The junction layout prevented traffic speeding when entering or exiting the site when the hospital was in service
- The junction should not be changed and will be even more necessary when the Shire Hill Hospital site is developed – when at least 100 more cars from residents plus all the vehicles from visitors, deliveries etc. will be using that access daily.

Overdevelopment

- The derelict, brownfield Shire Hill Hospital site will be developed for housing, likely to provide a windfall 52 properties with access from Bute Street, 22 in excess of the 30 allocated in the Local Plan for G12
- The application site is greenfield and should be a designated “green space.” Working with the relevant local agencies, the site could be used to benefit the local community, helping residents with dementia and mental health problems.
- The application site is only 0.22 hectares; 10 houses would be significant overdevelopment.

Traffic Issues

- The roads in Old Glossop were originally built for horse and cart and there is only one road providing access from Glossop into Old Glossop
- Bute Street is only 6.1 metres wide, accessed by the narrow one-way system at Thorpe Street or by Blackshaw Road, a steep, winding road. Both routes have weight restrictions and parking is an issue.



Map showing the road layout of Old Glossop and approximate location of application site in red

- The proposal has 10 driveways from Bute Street. Because there wouldn't be enough space between the drives for any parking on the road, this would stop any parking along the stretch of road in front of the development site
- Visitors to the houses and delivery vehicles would either park on the opposite side of the road, obstructing access for emergency vehicles, or would park on the opposite side of the road on the pavement, obstructing access for wheelchairs, mobility scooters, prams and buggies, and endangering pedestrian safety.



Parking on Bute Street between the junction with Kilmory Fold and Blackshaw Clough, the gateway to the Peak District Park and access route for emergency vehicles. With current parking, emergency vehicles would struggle to get through.

- There is little public car parking available in Old Glossop. Visitors wishing to access the National Park already park on both sides of the road, obstructing access for emergency vehicles, wheelchairs, mobility scooters, prams and buggies, endangering pedestrian safety
- Fire engines use the access from Bute Street onto Blackshaw Clough when tackling fires in the Peak District National Park or training. The loss of on-street parking from having 10 driveways for the proposed development would cause parking issues and obstruct access for fire engines to the National Park
- The parking issues in Old Glossop make it difficult for the 390 bus, which sometimes can't take its intended route, and for refuse lorries and other large vehicles.

- The amount of traffic coming through Old Glossop is an issue, with motorists using Church Street as a cut through/rat run to avoid Glossop town centre
- This problem has increased with the Hawkshead Grange development of 30 homes
- With the development of the Shire Hill Hospital site certain, with up to 104 parking spaces for residents, no more housing should be built in Old Glossop on greenfield sites as there isn't the highway infrastructure to support the additional traffic
- Given the narrow streets, the number of parked cars on the roads and the lack of pavements, pedestrian safety would be severely compromised.
- Traffic congestion is a major issue in Glossop with queues to get in and out a daily feature
- Many new houses have been built over the last six years since the Local Plan was adopted. However, there have been no improvements to the roads in and out of Glossop, and the Mottram Bypass & Glossop Spur is still waiting to be built, so congestion has significantly increased
- To add to the problem, train and bus services to and from Glossop have reduced. There should be no further housing developments in Old Glossop until the highway infrastructure in and around Glossop is improved.

Local Infrastructure

The current local infrastructure cannot support any further housing development in Old Glossop:

- The highway infrastructure in Glossop, and particularly Old Glossop, has not improved in the past six years
- Health and social care provision has not increased sufficiently. GP surgeries are over-subscribed and there are no dental practices in Glossop taking on new NHS patients
- The closure of Shire Hill Hospital in 2018 resulted in Intermediate Care for elderly Glossop residents moving to the Stamford Unit at Tameside Hospital. There is no direct bus service to Tameside Hospital from Glossop and no direct train service to Stalybridge or Ashton-under-Lyne to get a bus to Tameside Hospital. The traffic between Glossop and Tameside Hospital is extremely heavy due to lack of investment in the road infrastructure. The closure has resulted in a degeneration in health and social care provision for the residents of Glossop and needs addressing through investment in both health and social care provision and the transport infrastructure
- The number of school places in Glossop has failed to keep pace with the increase in population due to new housing developments. Glossopdale School is already struggling to accommodate the extra pupils from housing developments already approved
- Plans to replace the primary school and nursery at Glossop All Saints to meet the needs of the local population and support growth have not happened.

Flood Risk Management

This application requires a Flood Risk Assessment for the following reasons:

- The application site area of 0.544 acres currently has an annual rainfall equal to 2,226 cubic metres, falling on a very efficient natural soak-away. The adjacent estate (Kilmory Fold), within 50 metres of the application site, required the installation of storage tanks to deal with the runoff and drainage issues
- However, the rear gardens of 2, 4 and 6 Kilmory Fold are not connected to surface water sewer. Water that accumulates in those gardens seeps through the ground, passing under Bute Street and the north end of the development site before eventually draining into Blackshaw Clough
- After periods of sustained heavy rainfall, water runs off the application site onto the unadopted road (which is also a public footpath) running from Blackshaw Clough to the former water filter plant which is being converted into a house
- The cumulative effect of the surface water and ground water issues mean on-site disposal of excess surface water would not be sufficient
- A detailed FRA should be carried out and the applicant should provide a Sustainable Drainage System (SuDS) scheme that is both practical and sympathetic to a semi-rural environment and offers sustainable solutions to a changing environment and the foreseeable problems these changes will create
- Concrete solutions would be needed to deal with the significant increase in hard standing in place of natural soak-away. The increase of approximately 1,650 square metres that these proposals would generate must be viewed in a context of both the huge increase in the urbanisation of the area and the effects of global warming which is impacting on peak rainfall intensity
- The need to both limit overdevelopment and address the indisputable impact this will have on flood zones 2 and 3 downstream from the proposed site should be considered
- The application site is a green field site. The amount of hard standing created by building 10 houses with driveways would significantly increase the rate and volume of surface water runoff. Therefore a SuDS scheme is required.

Peak District National Park and Tourism

- Cramming 10 houses onto a 0.22 hectare site at the entrance to the Peak District National Park would ruin the visual impact
- The site, with its view an open aspect to the National Park, is an asset, enhancing quality of life for both visitors and residents
- Building on the site would diminish that quality of life, and the loss of car parking for visitors would deter them from coming to Old Glossop to access the National Park.

Biodiversity

- The development of the former Hawkshead Mill site has decimated wildlife in the area. Bats were driven out when the site was being cleared while deer and other wildlife had their corridor taken away by the construction of the boundary fence
- Greenfield sites in Old Glossop should not be developed in order to protect and enhance biodiversity
- Any development proposals should include provision for the natural environment with protection for surrounding trees and hedges and the inclusion of bird, bat and swift boxes and hedgehog friendly fencing

- A number of large trees on the site have already been felled, leaving a tree on the other side of the boundary, on the public footpath near to where Bute Street joins Blackshaw Clough, at risk of falling in strong winds.

Sustainable development

- Derbyshire County Council Clean Air policy aims to promote sustainable development by minimising resource use and maximising energy efficiency
- For a development to be truly sustainable it must address social, economic and environmental issues
- Motor vehicle exhaust fumes account for 25% of all carbon emissions and are a key contributor to climate change. Given that the National Climate and Carbon Reduction Manifesto adopted by DCC promotes the use of electric cars, all new houses in High Peak should include electric car charge points
- All new houses should have low carbon heating systems such as ground/air source heat pumps or hydrogen ready boilers. Doing this would fulfil the NPFF requirement to create sustainable developments.

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