

CITYHEART LTD

NEW MILLS, HIGH PEAK, SK22 4NP

STATEMENT OF COMMUNITY INVOLVEMENT

**RESIDENTIAL DEVELOPMENT COMPRISING NO. 20
SHARED OWNERSHIP DWELLINGS, WITH PARKING,
LANDSCAPING AND ASSOCIATED WORKS**

JUNE 2022



Geraint John Planning

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1.0 INTRODUCTION

Background

- 1.1 This Statement of Community Involvement has been prepared in support of a planning application, submitted on behalf of the Applicant, Cityheart Homes Ltd, in relation to the following development proposal on Land at New Mills:

'Residential Development Comprising No. 20 Shared Ownership Dwellings with Parking, Landscaping and Associated Works'

Information Submitted in Support of the Application

- 1.2 The following information was consulted upon as part of the PAC process in support of the planning application:

Document	Consultant
• Planning Application Form	GJP
• Cover Letter	GJP
• Ecological Assessment	Mulberry
• Tree Constraints Plan	Mulberry
• Transport Statement	Axis
• Swept Paths and Visibility Splays (drawing ref. 3213-01-ATR01B)	
• Drainage Statement	Brennan Consult
• Proposed Drainage Layout (drawing ref. 2790-100)	
• Design and Access Statement	Calderpeel Architects
• Landscaping Plans:	DEP
• Landscape General Arrangements (drawing ref. 5072.01 Landscape Hard Materials and drawing ref. 5072.02 Landscape Softworks.	
• Planning Statement and Appendices	GJP
• Plans and Drawings (prepared by Calderpeel Architects);	Calderpeel Architects
○ Site Location Plan (drawing ref. 21061 (PL) 001 A)	
○ Existing Site Plan (drawing ref. 21061 (PL) 010 C)	
○ Proposed Site Masterplan (drawing ref. 21061 (PL) 050 C)	
○ House Type A Floor Plans (drawing ref. 21061 (PL) 100_A)	
○ House Type B Floor Plans (drawing ref. 21061 (PL) 110_A)	
○ House Type C Floor Plans (drawing ref. 21061 (PL) 120_A)	
○ House Type A Elevations (drawing ref. 21061 (PL) 200)	
○ House Type B Elevations (drawing ref. 21061 (PL) 210)	
○ House Type C Elevations (drawing ref. 21061 (PL) 220)	

Table 1 Information Submitted as part of the Application.

Purpose and Structure of this Report

- 1.3 The planning system encourages both developers and local planning authorities to carry out effective community engagement at an early stage.
- 1.4 This statement provides details of the pre application engagement undertaken and examines all comments received in response to this exercise. The statement also considers whether it is appropriate to make amendments to the proposed development prior to submitting the application.
- 1.5 The Report is structured as follows:
 - **Section 2** provides planning policy context on the Pre Application engagement process;
 - **Section 3** provides a summary of the engagement undertaken;
 - **Section 4** provides a summary of the representations received; and
 - **Section 5** sets out our conclusions.

2.0 PLANNING POLICY CONTEXT

National Planning Policy Framework (2021)

- 2.1 The National Planning Policy Framework (July 2021) para 39 provides guidance regarding 'pre application engagement and front-loading', stating that:

"Early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties. Good quality preapplication discussion enables better coordination between public and private resources and improved outcomes for the community".

- 2.2 Para 132 further this by stating:

"Early discussion between applicants, the local planning authority and local community about the design and style of emerging schemes is important for clarifying expectations and reconciling local and commercial interests. Applicants should work closely with those affected by their proposals to evolve designs that take account of the views of the community. Applications that can demonstrate early, proactive and effective engagement with the community should be looked on more favourably than those that cannot".

Localism Act 2011

- 2.3 S122 of the Localism Act 2011 requires consultation by applicants for certain applications under the Town and Country Planning (Development Management Procedure and s62A applications) (England) Amendment Order 2013. This applies to Nationally Significant Infrastructure Projects. A Statement of Community Involvement is required for all strategic major applications of:

- 200 dwellings or more, or for more than 4 hectares of residential development
- 10,000 sq m of commercial or industrial floorspace, or for more than 2 hectares of commercial land
- Wind farms of at least two turbines
- Turbines in excess of 15 metres in height

- 2.4 The Localism Act 2011 under the Town and Country Planning Act 1990 states that, *"the person must publicise the proposed application in such manner as the person reasonably considers is likely to bring the proposed application to the attention of a majority of the persons who live at, or otherwise occupy, premises in the vicinity of the land"*.

High Peak Statement of Community Involvement (HPSCI) (adopted February 2019)

- 2.5 The HPSCI part 5, pre-application process (5.9 to 5.13) informs that:

"Pre-application engagement with the community is encouraged where it will add value to the process and the outcome. For very large-scale development, pre-application consultation is a requirement under the Localism Act 2011. It is mandatory to carry out pre-application consultation with the local community for planning applications for wind turbine development involving more than two turbines or where the hub height of any turbine exceeds 15 metres.

Effective pre-application consultation provides an early opportunity for applicants and developers to find out the views of local residents on a development proposal. Where a local community's suggestions can be taken into account in preparing a scheme, this can help to build local support, help address any early design and development issues, and help to ensure

submission of a successful planning application.

The Council expects applicants to carry out their own pre-application consultation. The level of community consultation at this stage should be appropriate and proportionate to the scale of the application. Potential methods of pre-application consultation on proposals for major development could include public meetings and exhibitions, workshops, websites, leaflets, social and other media.

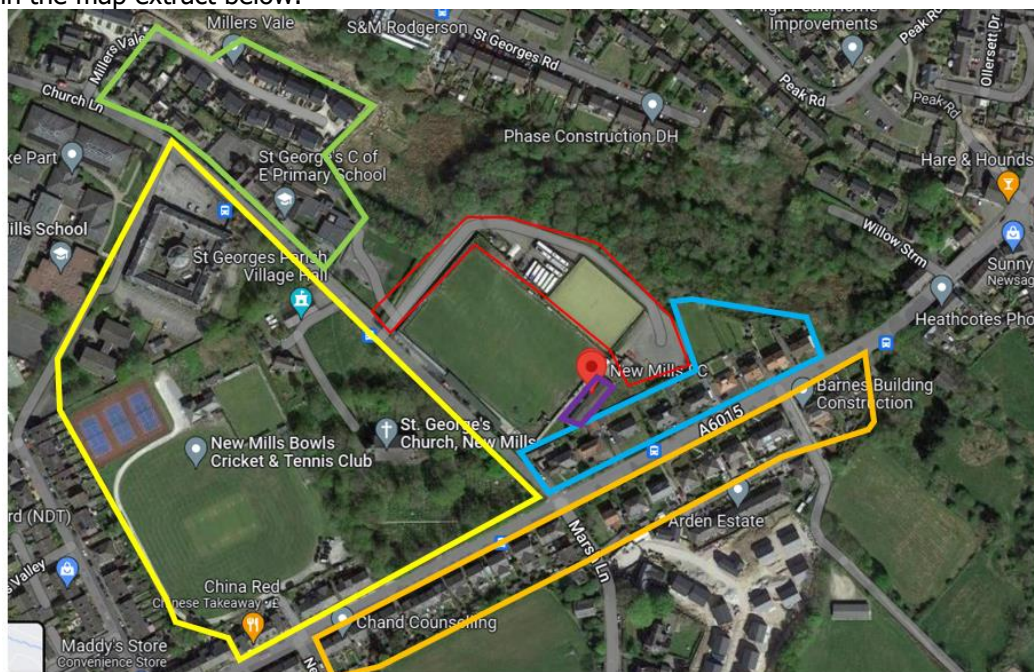
It is helpful if an applicant notifies the Council of any pre-application consultation before the consultation commences.

Any pre-application consultation undertaken should be documented in a "Statement of Community Involvement" to be submitted alongside a proposal. This document should describe in detail the pre-application consultation that has been undertaken by the applicant, as well as demonstrating how comments have been addressed in progressing the proposal".

- 2.6 Through the SCI, developers are encouraged to undertake pre application engagement with planning officers and the wider community in the interest of good practice when preparing development proposals.
- 2.7 As the propsoal subject to this application is for 20 dwellings and therefore, does not meet the threshold for an obligatory SCI is not met, the Council encourages developers to engage with the local community on all major applications, but this is not mandatory.
- 2.8 This statement details the method of engagement adopted in the course of preparing the development scheme an outline the feedback received. The feedback was analysed with a view to development an acceptable scheme which addressed key point/themes where possible.

3.0 Pre-Application Engagement

- 3.1 Letters of notification were posted to adjoining landowners, local residents and Ward and Town Councillors on 31st May 2022.
- 3.2 The letter informed that representations could be made / received, if interested parties so wished.
- 3.3 The letter, included in **Appendix A**, advises that Cityheart Ltd is applying for:
"Residential Development Comprising No. 20 Shared Ownership Dwellings with Parking, Landscaping and Associated Works" at land at New Mills.
- 3.4 Copies of the proposed application including, but not limited to, the plans and other supporting documents, were available online at <http://www.geraintjohnplanning.co.uk/current-consultations/>. The information was made available on the website from 31st May 2022 until 21st June 2022.
- 3.5 Representations on the proposed development were directed to the agent, Geraint John Planning Ltd, either by email (to consultations@gjplanning.co.uk) or by post (to Office 16, House 1, 2nd Floor, The Maltings, East Tyndall Street, Cardiff) within 21 days of the initial notice, quoting the scheme name: Land at New Mills.
- 3.6 The extent neighbours and landowners / occupiers that were notified by way of letter is shown in the map extract below:



- 3.7 The list of streets and properties are set out in the table overleaf for further detail:

Adjoining Landowners / Neighbor Consultation			
		The site	
		Properties along Low Leighton Road north side (14 in total)	By email with letter addressed to the owner and/or occupier
		Properties along Low Leighton Road south side (17 in total) + Barnes Building Construction	By email with letter addressed to the owner and/or occupier
		Millers Bar	By letter addressed to the owner and / or occupier
		St George's Church New Mills Bowls, Cricket and Tennis Club St George's Parish Village Hall China Red (Chinese Takeaway) Jeremy Unsworth Funeral Services 8 residential properties along Church Road	By letter addressed to the owner and / or occupier
		St George's Primary School Millers Vale residential Properties (c27 in total)	By letter addressed to the owner and / or occupier

3.8 In terms of the Councillors notified, the following consultees were contacted:

New Mills Town Council	Lesley Bramwell, Town Hall, New Mills, High Peak, Derbyshire, SK22 4AT Telephone: 01663743434 Email: clerk@newmillstowncouncil.gov.uk
Cllr Alan Barrow	alan.barrow@highpeak.gov.uk
Cllr Ian Huddleston	ian.huddleston@highpeak.gov.uk

3.9 The feedback from the engagement is analysed in the following section of this statement.

4.0 SUMMARY OF REPRESENTATIONS

4.1 There was a total of 8 responses were received from local residents.

4.2 The table below provides a summary of all issues raised within the representation alongside a response to how the comments have been addressed within the Full Planning Application.

ADDRESS	REPRESENTATION	RESPONSE
19 Low Leighton Road New Mills High Peak SK22 4PG	With reference to your recent letter, dated 31st May 2022 with regard to the proposed redevelopment of part of the above land. As local residents, living directly behind the land, and also residents of New Mills for over 60 year's each, we would like to add the following comments with regard to the proposal, and our subsequent objections to it: We are concerned as to the suitability of the land for building – we are aware that historically the land was used by a local haulage company (Harry Crabtree) for the dumping of cinders. Has this been taken into consideration? As local residents, we are aware (and in the past have been affected by the fact that) that the existing sewerage situation is virtually non-existent, as the Football Club use a septic tank, which over the years has caused problems with regard to them not emptying the tank which has caused environmental issues with the over-spill of raw sewerage onto the valley below. What provision will be made for this in the future? We are also aware that the aforementioned, Harry Crabtree, originally owned the land and donated it to the Football Club and people of New Mills, designating that this land was to be used only for footballing purposes. Is the sale of this land actually legal? We are concerned that the building of this housing estate, and the subsequent increase in the population of New Mills - alongside other building work in current progress at Marsh Mills – very close to your proposed development; and at High Hill View - are going to put increased pressure on the already under-resourced local GP services and NHS Dentist. Your report infers that there should be no impact on the local environment in terms of wildlife – but due to the very close proximity to the valley of trees and wildlife to the site, and the amount of construction traffic etc prior to the properties being erected, is, we feel, sadly inevitable. We believe, that this wooded area/valley adjacent to the site is also owned by the football club. Are you aware of any future plans for this to be sold for building development?	All comments have been duly noted and responded to in full within the enclosed Planning Statement however, can be summarised as follows: • Site investigations have been undertaken and the land has been considered acceptable for residential development. • Drainage investigations have been undertaken and a suitable drainage scheme has been proposed which intends to overcome and improve existing drainage connections and issues. • Sale of land is legal • Ecological surveying has been undertaken and established that the developable area is of little ecological significance. Mitigation and recommendations are in place to reduce/eliminate any offset impact to the adjoining land. • Transport Surveying and assessment have been undertaken and the findings conclude that there will be little / no impact to traffic congestion nor will there be any adverse impact to pedestrian safety as a result of the development.

ADDRESS	REPRESENTATION	RESPONSE
	Your report – Transport Statement, Point 2.0, Existing Conditions – states that ‘the areas surrounding the site is mainly residential in nature’ - it make very little (if in fact no) reference to proximity of the 2 schools on Church Lane; namely St George’s Primary School which is directly adjacent to the East of the site – the building works and the subsequent increase in traffic to and from the housing development is bound to impact upon the school and the safety of the children and their parents’ during term times (this is already a very busy time for the very narrow Church Lane and subsequent junctions, particularly that at Church Road), and the Secondary School lower down Church Lane which again creates increased traffic (both vehicle and pedestrian at the start and end of the school day). Has a traffic assessment been made at these highly congested times? We note that the photographs of the roads (Church Lane etc) attached to your reports must have been taken on non-school days, as the roads were very light of parked cars, traffic etc. You make no reference to St George’s Church across the road from the Football Club and directly opposite your proposed entrance/exit to the site. This Church is the main Church of England Church in New Mills and is used for Weddings, Funerals and Christenings as well as regular Services of Worship – again with the subsequent increase in traffic, parking and pedestrian usage at such times. You have also overlooked the use of the Parish Hall, slightly lower down on Church Lane, used by local groups throughout the day and evening, and particularly on a Friday evening for the local Youth Club, when again the traffic and pedestrian usage is high. You fail to mention that Church Lane is used by many people as an access road to the Sett Valley Doctors Surgery, Dentists and Out of Hours Service, as well as the New Mills Leisure Centre off Hyde Bank Road; or that Church Lane also provides vehicle and pedestrian access to The Torrs and The Sett Valley Trail. All adding to an already very busy thoroughfare along Church Lane. You have failed to mention what provision is to be made for the visitors to New Mills Football Club when they lose this land (car park) – Church Lane is already very heavily used throughout the week – car parking for football players, visitors and fans is going to create even more pressure of Church Lane and the adjacent roads, particularly Church Road & Low Leighton Road which are already busy, dangerous roads, and the very narrow junction. We believe the Football Club is intending to create a 3G all weather pitch with the funds from the sale of this land – again this is likely to increase the volume of people using these facilities. Has	In terms of the highway concerns, the following extract has been lifted from the supporting transport statement as it directly responds to all concerns raised: <i>Accidents On the Local Highway Network</i> A high-level review of accidents on the local highway network within the most recently available three-year period (2018-2020 inclusive) has been carried out. The analysis does not indicate that there are any existing highway safety issues that could be worsened by the proposed development. <i>Sustainability</i> The sustainability of the site has been assessed in terms of its accessibility by walking, cycling and public transport modes of transport. Accessibility by these modes has been found to be high, with very good pedestrian and cycle friendly infrastructure and public transport provision in the area. Overall, the site is considered to be accessible to sustainable travel modes. <i>Accessibility and Visibility</i> The proposed development will be accessed via the existing priority-controlled junction off Back Gillmoss Lane which will be upgraded as part of the proposal to feature a simple bellmouth design. Swept path analysis of the site access indicates that a family saloon car and an 11.2m long refuse vehicle will be able to access and exit the site satisfactorily. A 2.4m x 40m visibility splay is achievable on both sides of the proposed site access junction which is appropriate for the 30mph speed limit of Church Lane, in accordance with Table 7.1 of the Manual for Streets (MfS). <i>Parking</i> The proposed level of parking provision has been considered in relation to the parking standards given in HPBC’s Adopted Local Plan (2016). The proposed level of parking was found to be compliant with HPBC’s requirements. <i>Trips Generated</i>

ADDRESS	REPRESENTATION	RESPONSE
	consideration been made as to where these people are going to park? We have mentioned on a number of occasions above the very narrow junction off Church Lane onto Low Leighton Road, Church Road, Marsh Lane – there are regularly accidents at this junction. Your report on Personal Injury Accidents at this junction, cannot be classed as an accurate or usual time period, as it is based on data from 2018-2020 – for the majority of 2020 we were in lockdown and traffic was at a minimum – so these figures will not be as reliable as in a 'normal' 3 year time period. The actual entrance onto the proposed site is currently very narrow, visibility being poor due to the pavement, current parking on Church Lane and the fencing around the actual football club – this will particularly affect those turning off Church Lane from the Church Road end onto the site, and those going from the site and turning left towards Church Road. In your report (Key Considerations Site Access) you state that 'the access road is limited in overall width but considered sufficient for overall access' – who has actually 'considered' this; and what has this assessment based on? Has this been investigated at busy times – ie when the schools are coming out, when match days are on, when the Church or Parish Hall are being used? Your assessment is that the housing development will only increase the current car usage levels at peak times by 10 – what is this based on? Most houses these days have at least 2 cars per household – these properties are likely to be owned by young families, therefore likely to be going to and from work, school drop-off/pick-up etc, during the rush-hour period. These cars whatever time of day they come and go, are entering and exiting onto a very highly used, narrow road and subsequent junction (as mentioned in points above). You have also failed to acknowledge that the building of 40 properties at Marsh Mills, across the road from Church Lane on Marsh Lane is also going to create more potential traffic using the very narrow, and already very heavily used junction, on top of the traffic from the 20 properties you are proposing. We have lived on Low Leighton Road for almost 39 years, and over this time have seen a marked increase in the amount of traffic (and speeding) – and can, from first-hand experience, state that the traffic is NOT 'slow-speed and lightly trafficked residential road' as you have quoted in your Residential Development Report. In fact, Robert Lorgan (our local MP) and the local Police will also be able to concur with this.	The proposed development would result in an increase of 10 two-way vehicle movements in both the AM and PM peak hours. Additionally, the proposed development is expected to result in an increase of 98 two-way movements over the course of an average weekday. When considered volumetrically, this equates to an additional vehicle movement approximately every 6 minutes during both the AM and PM peak hours. This would be imperceptible to a casual observer. The proposed development is therefore considered to be acceptable from a traffic generation perspective and would not give rise to any unacceptable impact on the local highway network. <i>Conclusion</i> Paragraph 111 of the National Planning Policy Framework states that: <i>"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe".</i>

ADDRESS	REPRESENTATION	RESPONSE
	In summary we object to this proposal on the grounds of: • Safety to pedestrians and other road users (particularly school children) on Church Lane and surrounding roads • The unsuitability of the land that the development is proposing to be built on • The loss of parking facilities for New Mills Football Club – and impact on adjacent roads • The increase on local NHS resources which are already over-stretched • The very narrow access road onto the proposed site • The narrow roads and junction leading to and from the site	
St George's Road	I am writing with serious concerns regarding the planning of development of residential properties in the proposed area in New Mills. The access to the site proposed for development is on church road, which is also the home of 2 busy schools, St George's primary school where my young children attend, and New Mills high school which has just over 600 pupils. This road is already very congested and has been the site of many accidents involving both vehicles and pedestrians. It has also needed to be patrolled by police at the end of the school day due to the amount of risk involved. My main concern is that this development will increase traffic and therefore increase the risk and likelihood of further accidents involving children attending both schools. Imagine almost 800 school aged children pouring onto that street every day at the school start and end times, and the amounts of vehicles collecting them! It is already chaotic and dangerous at times. This road has also been known to be an area where speeding is frequent at night. Furthermore, I live on St George's road, just behind the proposed planning area meaning that these properties will be in direct sight of my garden and will cause invasion of our privacy when the new home owners can look directly into our property.	A high-level review of accidents on the local highway network within the most recently available three-year period (2018-2020 inclusive) has been carried out. The analysis does not indicate that there are any existing highway safety issues that could be worsened by the proposed development. The proposed development would result in an increase of 10 two-way vehicle movements in both the AM and PM peak hours. Additionally, the proposed development is expected to result in an increase of 98 two-way movements over the course of an average weekday. When considered volumetrically, this equates to an additional vehicle movement approximately every 6 minutes during both the AM and PM peak hours. This would be imperceptible to a casual observer. The development site is set lower, approximately 90 metres distance away from St Georges Street and therefore considered to be ample distance between properties to avoid any issues of overlooking. Notwithstanding this, there is also

ADDRESS	REPRESENTATION	RESPONSE
	I implore you to take my concerns my consideration. I know that I am not the only person concerned and I do hope that you receive further feedback. I have copied our local MP into this email as I feel strongly that he should be aware of the communities' concerns.	a heavy thicket of trees between the site and St Georges Street which is considered to sufficiently screen the development from view.
Unknown	15 parking spaces for a club that has been averaging gates of 150+ how can this be possible???. really dont understand how NMFC can possibly sell that land when it was gifted to the community by a farmer with a covenant of only to be used for community recreational purposes. the sale is just pure greed by a certain 2 members of the directorship of the club....	The site is not subject to any legal covenant surrounding land use.
Unknown	I feel that the proposed application of 20 shared ownership houses located around the football ground will make the area even more busier and more congested than it is at the moment ,with parking overflowing onto local roads during match days. It would also slow emergency services from getting to an emergency call out. Also the local care services such as dentists ,doctors and schools will come under further strain and the additional houses / residents will increase pressure on an already overloaded local infrastructure .	Comments on impact on local services have been noted however, are not a material planning considerations.
Unknown	I would like to know how the New Mills Football club intends to handle car parking for match days if the car park is to be built on. Many thanks, Alison Johnson	As above
Church Road	As a Church Road resident I am heavily opposed to the above development, which is being planned with absolutely no consideration for the local public services and roads. This area is already heavily congested, removing parking from the football club will only serve to further exacerbate this problem. It is worth noting that the football club offers many other activities that require parking, beyond weekly matches in season. Local residents are already struggling to gain access to local services like The GP surgery, adding another 20 households will further restrict access to these services.	As above

ADDRESS	REPRESENTATION	RESPONSE
	The junction of church lane/church road and marsh lane is already busy, and parking on church lane particularly is already haphazard, cutting it down to one lane at times.	
Unknown	I would strongly oppose this development, being the resident whose property is set to be devalued the most by being overlooked, losing our view of the hills, and having our light blocked by the properties. Not to mention the increase in noise from having a new estate there and traffic in the surrounding area on roads which are already saturated and dangerous. Particularly the church lane/marsh lane cross roads which is already busy and hazardous. Being so close to a school from a safety point of view this seems like a ludicrous proposal. From the community's reaction on the community site, this plan would face substantial opposition from a large number of New Mills residents and the population of the town as a whole.	Comments on impact of property value have been noted however, property value is not a material planning consideration. Please refer to Transport Statement enclosed within submission for details on traffic impact assessment.
Unknown	After checking these plans, it is clear as a local resident that this will cause many issues. The are suggested for redevelopment at New Mills Football club is currently used for car parking, on match days this is filled, as well as Church Lane and surrounding streets, meaning we already have football traffic issues, and often already see unsafe parking. If the site is developed where will the cars park on match days? There is literally no more space in the surrounding streets. These are already busy with resident parking. The site plans show access is via Church Lane. This has both a High School and a Primary School, meters away from each other and the proposed new road. Twice a day Church Lane is gridlocked with cars, we see cars literally passing on the pavements, when needed to keep the traffic moving, and this is with hundreds of children leaving school. It is already a major area to avoid if you know anything as a local. In addition to the major football parking problem these plans would cause, and the fact the road is already unsuitable for the current traffic loading (especially at school start and end times). The area	Please refer to Transport Statement enclosed within submission for details on traffic impact assessment.

ADDRESS	REPRESENTATION	RESPONSE
	has an additional problem, the crossing at the end of Church Lane, located at the corner of Church Lane and Church Road is very dangerous, located too close to the junction, which gets very busy, cars turning onto the road often do not stop when the crossing is in use. Over the years we have seen many accidents and many more near misses. In conclusion it is rather irresponsible to add to the current issues in this area. I don't see anyway this would work. It is one of the worst places in the area for traffic safety	

Table 4 Summary of Issues Raised

Interim Summary

- 4.3 Through feedback received from the public engagement, it is apparent that there are concerns regarding to highway impact of the proposed development, in particular a large proportion of concerns focused on the potential increase in traffic congestion. The development proposal has been carefully considered and designed, and thorough highway assessment has been undertaken by highway consultant Axis.
- 4.4 The Transport Statement prepared to support the application concludes that the proposed development would have no severe transport impact and is accordance with NPPF guidance.

5.0 SUMMARY AND CONCLUSIONS

Purpose of this Report

- 5.1 This Report provides a copy of the relevant notices, a summary of responses from neighbours, and community consultees and how the Pre application engagement process (i.e. the receipt of consultee input) might inform amendments or additional information to the planning application.
- 5.2 The local community and local members have had the opportunity to be involved in the pre-application process and through this consultation process we have helped the community to understand the benefits and impacts of the proposed development.
- 5.3 This report sets out the feedback received and how the comments have been considered and responded to. Where appropriate, we have sought to respond directly to comments raised or directed people to the relevant documentation provided as part of the consultation. This process has helped us understand and address any relevant concerns and has resulted in amendments to the final submission. This meaningful consultation has, we believe, improved the quality of our proposal.
- 5.4 There have been 8 responses received, these objections and comments have been duly noted and responded to through the supporting documents and reports submitted in support of the application.
- 5.5 In conclusion, this report documents the way in which the Applicant has addressed and met the SCI requirements. It is accordingly requested that the Local Planning Authority consider the content of this report in the processing, validation and assessment of the planning application.



Geraint John Planning

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www.geraintjohnplanning.co.uk

31st May 2022

The Owner / Occupier

Site: Land at New Mills, High Peak, SK22 4NP

Cityheart Homes are seeking your views on the plans to redevelop part of the site at New Mills Football Club. The proposal will provide 20 new energy efficient, affordable homes. The application is proposed to run in parallel with an application to refurbish the existing football club pitch.

In line with the Localism Act (2011), this is an opportunity for you tell us what you think **before** a planning application is submitted for the proposed:

"Residential Development Comprising No. 20 Shared Ownership Dwellings with Parking, Landscaping and Associated Works"

Purpose of this notice: this notice provides the opportunity to comment directly to the developer on a proposed development prior to the submission of a planning application to the local planning authority (LPA). Any subsequent planning application will be publicised by the relevant LPA; any comments provided in response to this notice will not prejudice your ability to make representations to the LPA on any related planning application. You should note that any comments submitted may be placed on the public file.

You may inspect copies of:

- The proposed application;
- The plans; and
- Other supporting documents

Online at <http://www.geraintjohnplanning.co.uk/current-consultations/>

If you are unable to access the documents electronically you may request copies of this information by emailing consultations@gjplanning.co.uk or by telephoning the agent on 02920 105360.

Should you require any clarification, please do not hesitate to contact me.

Anyone who wishes to make representations about this proposed development must write to the applicant/agent at consultations@gjplanning.co.uk or Geraint John Planning Ltd, Office 16 (House 1, 2nd Floor), The Maltings, East Tyndall Street, Cardiff, CF24 5EA.

All correspondence should quote the scheme name: *Land at New Mills, High Peak, SK22 4NP*
By: **21st June 2022**

Yours sincerely

A handwritten signature in black ink, appearing to read 'Geraint John', with a stylized flourish at the end.

Geraint John
Director
Geraint John Planning Ltd.