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**From:**  
**Sent:** 18 October 2022 23:06  
**To:** Planning Comments (HPBC)  
**Subject:** Comment Received from Public Access

**Categories:**

Application Reference No. : HPK/2022/0353 Site Address: Zion Methodist Church Simmondley Lane Simmondley Glossop Derbyshire SK13 6NS Glossop Comments by: daniel crompton

From:

avening  
Adderley Place  
Simmondley  
glossop  
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sk136pa

Phone:

Email:

Submission: Objection

Comments: I wish to object to this application for the following reasons,

¿ The Design and access states ¿ Opportunities include an existing site access point off Simmondley lane. This statement is incorrect, the site historically has never benefitted from an access via public footpath 50, confirmed by previous applicant (SJ.Design HPK/2013/0001) who stated in their PA - Currently no vehicular access or parking provisions are provided on site.

¿ The residents of Adderley place and the Scouts hut have a prescriptive right for vehicular access to their properties over the lane (FP50) Zion church do not and have never exercised such right.

High Peak local plan submission ¿ summary of representations and council's responses, August 2014 ¿ Extract in relation to the lane - It is understood that vehicular rights of access are only permitted in any case for the residents of Adderley place and the Scout hut. The residents of Adderley place along with the Scout hut fund and maintain the condition of the footpath in a reasonable state. Note - no acknowledged rights for Zion church who had stated they have no obligation to maintain the footpath as they do not use it and is not within their curtilage.

¿ It is proposed that there will be 3 new access points adjoining footpath 50. The driveway serving the development has an insufficient turning head within the site for council refuse vehicles or large delivery vehicles, the issue is compounded if parking bays are occupied and may result in vehicles reversing onto the FP50 to the detriment of pedestrians using the footpath and at a point that that only permits the passage of one vehicle. The access visibility splay also appears to be insufficient .

The type A¿ houses fronting FP50 each with side parking , the bays are situated nose to tail and the configuration may encourage owners to reverse out onto the footpath to the detriment of pedestrians, at a point that only permits passage of one vehicle, has a steep gradient and winter condition invariably iced over due to water run off from the lane creating additional hazard to pedestrians and or passing vehicles. Type A houses with frontage to Simmondley lane have the same parking configuration and may promote vehicles reversing from the property onto a major highway.

¿ It is detailed within the Design and access statement that additional visitor parking can be accommodated as on street parking if required. This infers cars may be parked (illegally) on FP50, restricting Adderley residents rights of access, or if parked on Simmondley lane potentially blocking the bus stop clearway and to the detriment of current

residents preventing them from parking outside their own properties. The above comment is contrary to LP Policy EQ6 requiring all new developments protect residential amenity of neighbouring properties.

¿ It has been identified that the increase of traffic from Adderley place to Simmondley lane would require a modification of the junction to incorporate 2.4m x 47m visibility splay indeed it was stipulated on the prior SJD PA the modification had to be completed prior to the build. Visibility at the junction has always carried a risk as parked cars reduce sighting distance forcing drivers into the centre of the carriageway in order to gain a clear view. Why is the splay now not a safety consideration?

¿ It is stated construction vehicles will be parked within the site during the construction phase. I cannot see how this is possible once the footings are laid, I envisage contractors will park illegally on the footpath restricting residents access as is the case daily during the demolition process . The access has been restricted/ blocked on a number of occasions , the Decision report stated a prerequisite that to do so the developer had to seek agreement from highways prior to the event, I ask was there ever record of a request to highways. If you require any further information please do not hesitate to contact me.

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