

FAO – Mr James Stannard, Development Control Officer, HPBC.

Mr Stannard

As a Glossop resident, I write in objection to planning Application HPK/2022/0353, Zion Church site, Simmondley.

The application seeks consent for –

4 and 5 bed houses.

Type A - 4 bed X 6 number

Type B - 4 bed X 1 number

Type C - 5 bed X 1 number

Your attention is drawn to appendix 1, page 210, of the adopted local development plan of 2016 (Parking provision guidance) for residential development.

The requirement for 4 bed and above development plots is a minimum of 3 offroad parking spaces. Accordingly, there is a requirement for a minimum of 24 spaces, but the application only includes 16 (a shortfall of 8 spaces).

In respect of plots 1 to 5, parking designation is in linear layout and form and will significantly increase vehicular movements within the site. In the case of plots 1 & 2 potential reverse manoeuvres of 4 vehicles onto an adopted highway (Simmondley Rd) across a pedestrian pavement with restricted sight lines due to the demarcation of a bus stop set down zone, and the absence of restrictive highway parking, will significantly increase the risk to public H&S. No proposed radial curve/sight line improvement to the junction of Adderley Place and Simmondley Lane will serve to compensate for the above existing situation.

In addition, no development plot from 1 to 8 includes the provision of garages or sheds.

Appendix 1 clearly indicates provision for cycle parking within the above.

Alternatively, it requires provision for a minimum of 1 cycle parking space per residential unit.

The application in its current form omits all such provision and conflicts with appendix 1.

Accordingly, one must therefore naturally assume that there will be an offsite parking requirement for a minimum of 8 vehicles, plus site visitor vehicles for which there is NO provision in the application.

Site overspill parking will therefore migrate to the adopted highway where capacity is currently already severely restrictive.

Alternatively, it will overspill to a private, restricted and unadopted roadway known as Adderley Place. It should be noted that the applicant and future residents of the development site have no prescriptive legal rights of parking on the above.

Such potential and predicted unlawful abuse of an unadopted roadway clearly conflicts with the applicants swept path analysis as detailed in application document 10547-WML-ZZ-XX-DR-C-1001 P03.

No site provision for delivery and refuge vehicles exists within the application. Cul-De-Sac manoeuvres or turning head for such is non-existent in the application.

Provision for such could be made within the green space retained area within the site and still retain protection to intrusive noise and sight migration between existing and proposed residential development. Existing tree lines would accommodate such without detriment to them. You should note that previous green vegetation of the site occurred prior to current demolition processes.

You are advised that the adjacent land mass known as Platts Wood Nature Reserve has prescriptive rights of access by both pedestrians and vehicles, as do the residents of Adderley place. The current development proposal and application in its current form potentially severely impedes such rights. The administrators/trustees/legal caveat holders of the nature reserve hold severe reservations as to the potential impact of the proposed development on the nature reserve access/egress roadway.

For the above reasons and additional conflict with adopted development plan 2016 policies which the LPA is duty bound to take into consideration, the above application should be refused.

Mr L Wilcox