

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.*

The 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.*

- 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 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 in winter condition invariably iced over due to water run off from the lane creating additional hazard.

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 unrestricted access, or if parked on Simmondley lane potentially blocking the bus stop clearway. The comment is contrary to policy LP EQ6 requiring all new developments protect residential amenity of neighbouring properties.

I append appendix 1, page 210, of the adopted local plan of 2016 (Parking provision guidance) for residential development.

Dwelling houses (C3) 1.5 spaces per unit. 1 cycle parking space per unit if no garage or shed is provided.

1 bed dwellings High Peak Local Plan - Adopted 2019 Appendix 1 - Parking

Guidance
2 bed - 1.5 spaces per unit: 3 bed - 2 spaces per unit. 1 cycle parking space per unit if no garage or shed is provided.

2/3 bed **No** dwellings 3 spaces per unit. 1 cycle parking space per unit if no garage or shed is provided.

4+ bed dwellings 3 spaces per unit. 1 cycle parking space per unit if no garage or shed is provided.

All proposed dwellings on the Zion church site are all 4 and 5 bed houses.

units have no garage or shed provision.

The site has no designated cycle parking provision.
dwellings are allocated with 2 parking space

All

The site has no visitor or delivery vehicle provision.

The total parking allocated for the site is 16 spaces which does not accord with the above as it requires 24 spaces minimum.

- The CTS infers that on street parking can be beneficial in slowing traffic citing Manual for streets para. 10.7.1 but contradicts itself by citing an incident where a cyclist was injured as result of parked cars. The paragraph is a generic statement and is not site specific, local knowledge would confirm that during winter access to and from Adderley can be treacherous due to the incline on both the footpath and Simmondley lane when snow/ice is on the ground, with cars frequently stuck and on occasion abandoned. Additional parked cars or overspill from the development add to the problem along with the constant water run off from the footpath which will be added to by the development. At all times of the year parked cars reduce sight visibility for vehicular access to and from the footpath

- The CTS states that traffic flows over the footpath are minimal.

There are 8 properties to the West of the footpath each with two cars, the Scout Club which has not an insignificant number of members who are dropped off and collected in vehicles, add to this access of council service vehicles, frequent delivery vehicles and visitors in general to the properties X the school runs, driving to and from place of work and general day to day business the traffic flow is not minimal and the development proposed access arrangement

- It has been identified that to accommodate an 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?

- The footpath surface is part cobble and the remainder metalled and totally unsuitable for what will be the access for numerous heavy haulage vehicles during the build. There are signs that the footpath is already being undermined due to the increase in heavy traffic as a result of the demolition. The accessing of large vehicles has caused congestion on Simmondley lane requiring the attendance of the police, pedestrian right of way has been hindered and residents of Adderley place frequently blocked and forced to wait contrary to our prescriptive right of unobstructed unrestricted access at all times .

- 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 the developer had to seek agreement from highways prior to temporarily blocking access. I ask is there a record of such a request to highways.

- 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.