
From: planningcomments@highpeak.gov.uk
Sent: 05 December 2022 00:55
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: Mr.Miskell

From:

04

Adderley Place

Simmondley

Glossoo

Derbyshire

Sk136pa

Phone:

Email:

Submission: Objection

Comments: Access footpath drawing 01-12-22.

The

proposed footpath is clearly off the applicants boundary which is defined by the stone wall and South facing aspect of the church (ref SJD HPK2013/0001) and applicants deed of title DY451343.

HPBC/ LPA may deem such a civil matter but I cite the Town and country Planning Act 1990, (development management procedure), where it is the LPA statutory duty to consider such issues, also the proposed new access onto the private lane (PROW 50) which is under the ownership of a third party. To ignore such issues, I believe is an act of complicity on behalf of the LPA in what is evidently an act of encroachment (however minor) to add it is the intention of the residents to seek legal recourse against future residents of the development to ensure our legal right and to contest their right of access.

The applicant states he will repair damage to the West end of the boundary ,fill in potholes and effect general repairs. Presumably repairing damage caused by the passage of heavy haulage vehicles accessing the site but also states the existing cobbled area will be retained but no mention of repair. The Cobbled area of PROW 50 has experienced a level of subsidence and undermined it's integrity due to the passage of heavy haulage vehicles and it should be a condition wether or not the PA is accepted/rejected that the cobbled area is brought back to an acceptable condition that was evident prior to the demolition works.

Highways response.

2. Simmondley Lane is a

bus route; therefore, visibility splays of 2.4m x 47m or as per the

speed readings need to be provided in both directions. The area in advance of the

sightlines being maintained clear of any object greater than 1m in height (0.6m in the case

of vegetation) relative to the adjoining nearside carriageway channel level. However, the

emerging visibility splays appear limited at Adderley Place/ Simmondley Lane junction due

to the parked cars and insufficient footway width. Pedestrian visibility also needs to be

provided.

B To

date no detail for the providing the visibility splay in line with Manual For Streets or Highways conditions have been submitted by the applicant. This issue is safety related and the application should be refused if detail stating

compliance is not submitted prior to the determination date. I may add the bus set down clearway dimension will be in conflict with the proposed off-site parking access to the residence fronting Simmondley lane

3. Adderley Place provides vehicular access to a number of properties. The proposal- is expected to intensify the use of the lane and exit junction. The current width of Adderley Place may permit two-way travel, however is not wide enough in most places to allow vehicles to pass one another and not suitable for intensification of use of this lane. In the TS, the applicant needs to justify that the proposal would not result in the intensification of use which appears difficult due to the size of the proposed development. The intensification of vehicular use would also not be favourable for pedestrian safety which uses frontage footway on Simmondley Lane and therefore needs addressing.

To get a true understanding of the impracticalities of this site and access proposal, I request The committee visit the site and park on the lane (illegally It is also a PROW) in order to enjoy the adrenalin rush that ensues when trying to egress from the lane onto Simmondley. Hopefully there will not be too many parked cars on the main highway forcing you into the opposite side of the carriage way to gain sight of oncoming traffic from the top of the road,- looking for traffic approaching from the right has a tendency for drivers to miss traffic coming up from the A57 .

To date there has been no consultation response from DDC PROW department. Their comment may have significant bearing on this application. The risks to the pedestrians use of the footpath has been identified and included in Highways response. The determination of the planning application should be deferred until such comment is received

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