
From: planningcomments@highpeak.gov.uk
Sent: 13 March 2023 14:45
To: Planning Comments (HPBC)
Subject: Comment Received from Public Access

Categories:

Application Reference No. : HPK/2023/0025 Site Address: Land South of Hollin Cross Lane Glossop Derbyshire SK13
8JH Glossop Comments by: Michael Cook

From:

Sunlaws Street
St James's
Glossop

Phone:

Email:

Submission: Objection

Comments: Objection

Comments:

1. Increased traffic through a residential area.

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a) Access to the proposed development at Hollincross Lane or Slatelands Road leads into a residential area of houses and streets over 100 years old. Most of these houses do not have off-street parking and the streets are usually very congested with parked cars. Over the last six or more years there has been an increase in parking on both sides of the streets (and also e.g., Pikes Lane on the pavements blocking pedestrians!) leading to and from the proposed development. There is also considerable parking at/on corners/street junctions making it difficult for existing motorists and pedestrians. For example, streets to the east, especially by St James Church, are particularly narrow; those to the north weave through more of the residential area and those to the west, via Pikes Lane and Sunlaws Street will, no doubt, be the main route for Manchester & Tesco traffic. Currently the residence-only Queen Street should not be used although many motorists do use it as a cut-through to get out of the residential area at the Tesco traffic lights! Both Sunlaws Street and Pikes Lane are used heavily by cars during the school run. Hollincross Lane and Pikes Lane are also a main walking route for school children and their parents using St James school.

b) The plans for a 25 house development could generate twice this number of cars. This could mean 50 cars entering and leaving throughout each day, especially during the rush-hours. While there isn't an up to date assessment for increased traffic, in 2021 for a proposed 30 house development, an estimate of 7.5 to 8.6 vehicles per hour from 17 dwellings exiting and entering via Slatelands Rd (Nick Knowles DCC ET&E 28-01-2021) added to 13 more dwellings exiting and entering via Hollincross Lane will mean over 14 more vehicles every hour along Hollincross Lane and/or Pikes Lane! Before considering this planning proposal any further please commission (ask for) a traffic survey. This should be at different times of the day and week (& include school-term) and include the all the streets feeding the proposed development. Then add the extra traffic expected from the new residents cars, additional home delivery vehicles, etc. Once this has been completed please also compare this with the survey report when there much less traffic using Slatelands Road that resulted in the bottom of Slatelands Rd being closed in 2002.

## 2. The development is not environmentally sound.

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The developer will expect to get the best profit from their development but our planning department should ensure that all developments take into account future energy requirements. If our elected councillors and their officials do not do this we will no doubt take one more step towards climate change. The developers dwellings will still sell and may even be favoured by more enlightened buyers.

a) The new car-parking bays, just like in other developments approved in the area, do not seem to have any electric car charging points and appear too far away from dwellings for trailing electric cables.

b) The houses will have electricity supplied that could come from a national green/sustainable source but they should at least have some electricity generating solar tiles installed on their dwelling.

c) I assume that the houses should now all be built with heat pumps (or other alternatives to fossil fuels).

d) Ecological damage, tree removal: The whole area is currently a valuable wild-life site. It may not be considered in the same way as SSIs but there is a considerable variety of local plants and animals in the area. Even the very brief bat survey, prior to the previous application, and developers plans list the abundance of different species in the area. When political parties have all promised a considerable increase in tree planting the removal of any trees should not be considered unless they are only in a dangerous condition. Even replacing just a few trees with new saplings, of much lower biomass, will result in an increased CO2 output for the area: A fact omitted from the planners sustainability report. There seems to be some concern about the species presents (i.e. non-native diversity, etc) rather than the overall biomass (locked CO2) of trees.

e) Increased risk of flash flooding. While the development is just above the local flood risk due to its elevation, the increased covering of the land by houses, roads and other shared spaces mean that less rain water can directly enter the land to be soaked up. This water will be held in the soil and only later will be released slowly into the nearby Long Clough Brook. Instead more will run directly off the surfaces (and via the new drains for the street areas) into the local brook during heavy rain, leading to an increased risk of flash flooding further down-stream.

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