
From: Simpkin, Rachael.
Sent: 31 March 2023 12:52
To: Planning Comments (HPBC)
Subject: RE: Comment Received from Public Access

Categories:

-----Original Message-----

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

Slatelands House
Slatelands Road
Whitfield
Glossop

SK13 6LH
Phone: 01457869250

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Submission: Objection
Comments: Application Ref. HPK/2023/0025

I wish to object to this Application in the strongest terms.

This application is noted by HPBC as being a re-submission of previous application HPK/2022/0334 and therefore ALL comments pertaining to this latter remain valid for the new application, the vast majority of comments being objections. Over 300 of these related to adverse highways issues which, similar to other recent developments in Glossop, appear very high on the list of residents' concerns, yet way down the list of High Peak's responses to them. There is a growing and serious mismatch here - a very obvious one to voters.

As in the previous application, despite detailed comment by residents living in the narrow, Victorian roads surrounding the proposed site we find that, yet again, there appears no on-site analysis by DCC Highways of the acknowledged traffic difficulties. In a letter to a resident, the DCC Cabinet Member for Highways Assets and Transport states "the highway authority response to the previous application (0334) did not consider that the proposed development warranted a highway related objection"

So what does constitute a highway related objection if heavily congested and very narrow streets, sub-standard junctions, inaccurate site-line data and hazardous access onto A roads do not?

In his letter, the DCC Cabinet Member further relies on the Inspector's statement, "I note that the highway authority confirmed it could not substantiate an objection on highway safety grounds and the Council (HPBC) did not refuse planning permission on the basis of such matters. Based on my own observations on site and the evidence presented, I am not persuaded that the development would result in an unacceptable impact on highway safety." Safety, though obviously important, is but one of many factors to be considered in making traffic-related judgements and we remain unaware of the qualifications of the inspector for evaluating technical highway matters and in any event, consider such observations as beyond his brief to examine the veracity of the grounds for refusal, which particularly did not include highway matters.

The Cabinet Member is right, however, in then steering the responsibility back to High Peak because they did not offer highway related grounds for refusal, a grave error from their residents' viewpoint.

I object because we have no evidence that DCC Highways, in making their previous assessment, made site visits appropriate to such a traffic-sensitive environment and relied solely on statements made by the developer.

I object because the developer's patently incorrect OS-based exit visibility sight-lines into Pikes Lane/Hollincross Lane have not been physically verified, as was recommended by DCC.

I object because there appears no verification of the developer's description of the 'virtuous' quality of the primary access junction onto the public network via the A624 from Hollincross Lane, which a visit would have confirmed is a single carriageway, highly dangerous junction for vehicles and pedestrians alike.

I object because I can find no substantiation for granting planning permission (rather than a refusal on such grounds) after High Peak's disclosure that the junction to be used by ALL traffic via Slatelands Road (both for new residents of 18 houses, service and construction vehicles) is sub-standard. We residents understand this description only too clearly as we and trade vehicles navigate it daily, often with much difficulty. It is extraordinary to note that for all intents and purposes a sub-standard junction and the particularly unsuitable Slatelands Road now provide the main site access to the 18 proposed individual houses.

All in all, I believe residents local to the site have been badly let down by those very officials we trust and pay to create and maintain the quality of our environment. I do not believe proper consideration has been given to the congestion and highway difficulties that we locals encounter every day. The addition of site traffic from 18 houses, their subsequent delivery and service vehicles, together with disruptive construction traffic is a gross abuse of the character and quality of our environment.

I believe High Peak should have refused the previous application on the grounds of the adverse effect of such additional traffic on the unique, Victorian environment involved. They did not and I would ask that they now properly address this issue on behalf of their residents which, I trust, will surely lead to refusal of this latest application.

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