

From: [Stannard, James](#)
To: [Planning Comments \(HPBC\)](#)
Subject: FW: HPK/2022/0353 - Zion Methodist Church, Simmondley
Date: 04 May 2023 18:22:37

From: Vicky Killeen (Place) <>
Sent: 04 May 2023 12:15
To: Stannard, James <>
Subject: HPK/2022/0353 - Zion Methodist Church, Simmondley

Good morning James

The revised plans for this application have made their way to me, and I have the following comments to make on behalf of DCC PROW.

The plan relating to footpath access, Rev B, shows that the existing cobbles and the road width will be retained as requested. However, this conflicts with what is written in the Transport Statement, which states that 'The current PROW Glossop FP 50 will be maintained and enhanced by use of cobbled footway on the far side of the revised access way through Adderley Place'. This is reinforced in the conclusion as follows, 'PROW Footpath is maintained and enhanced using a cobbled left-hand route in Adderley Place'. The full width of FP 50, from boundary to boundary, must not be encroached upon, and must remain fully available. For clarification, the boundary adjacent to the development site will be where it was prior to the demolition of the church. The replacement of the cobbles during enhancement, must still cover the approximately 4.5 metre width that they currently cover. The footpath cannot therefore be pushed over to the far left hand side. Before I can comment further, I require confirmation from the applicant as to whether the proposals are as plan Rev B, which would be acceptable, or as per the Transport Statement, which would not be acceptable.

There appears to be a question mark over the ownership of the section of Adderley Place adjacent to the development site. It would be useful for PROW to know who the landowner is, should they ever need to be pursued for contributions towards surface maintenance in the future. If the increased vehicular use leads to a faster deterioration of the surface of the path, and land ownership cannot be established, it may be necessary to ask for a contribution from anyone with private vehicular rights.

The new layout incorporates the necessary change of location of the parking spaces for plots 1 and 2. Unfortunately, the amended layout means that an additional two vehicular accesses feed directly onto FP 50, very close to its junction with Simmondley Lane, which increases the risk to pedestrian safety. More information is therefore required regarding any proposed measures for mitigating that risk.

My comments dated the 9th December 2022, still stand

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