

From: planningcomments@highpeak.gov.uk
To: [Planning Comments \(HPBC\)](#)
Subject: Comment Received from Public Access
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Application Reference No. : HPK/2023/0118

Site Address: Land at Hole House Mill Marple Road Chisworth Derbyshire SK13 5DH Glossop

Comments by: Andrew and Diane DeakinsHolehouse

From:

5

Marple Road

Chisworth

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Phone:

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Submission: Neither

Comments: Whilst aware that this planning application has been approved before and is unlikely to be rejected, we feel there are points to be raised on issues which could be taken into consideration for planning requirements and conditions of approval. We live directly opposite the proposed entrance to the site and our comments refer mainly to the Transport Assessment (TA) 4051TS1.

1. The road is no more than single track toward the mill from its access on Marple Road. It currently just accommodates refuge wagons, delivery vehicles and currently tractors. There are no passing places. The road cannot and should not be widened due to the millstream on the left and cottages on the right. The plans describe the addition of a pavement, restricting the road width further. How is this suitable as an access road, a) for the plant required to develop the site and b) for the residents living there?

2. The road is at its widest at the entrance by 110 and 114 - 118. This is because this provides additional parking space for these properties. Who owns this land? If it belongs to the houses, then it cannot be included in any development planning. If parking is subsequently prevented, then this is extra parking on the main Marple Rd.

3. 25 3/4 bed houses with 2 parking spaces each could mean an additional 50 - 60 vehicles on this site using this access road onto Marple Rd. The TA claims that this development will add only 11 trips, at AM and PM rush hours, along Marple Rd. The following points are why we believe this to be flawed.

a) The TA makes much of walking distances from this site. It quotes 'street walk' distances to various amenities, including the local primary school. The location of the properties means that, realistically, children will be driven to school. Walking is too far and it is likely that most of these homes will have two working parents, who don't have time to walk. Some of these occupants may already have children at other primary schools and don't wish to move them. Secondary children will also be driven to school or bus stops. Then there are the commuter trips .

b) The TA makes a point about the availability of public transport. In reality this is three buses a day, which are every two hours. The journey time quoted to what is stated as the nearest train station, Marple, is inaccurate. The assessor has clearly never tried to travel to Marple by bus or car at anytime of day, let alone rush hours. People trying to get to work or school in Marple and beyond would not choose to use a bus, they will get in their cars. The nearest train station is actually Broadbottom, only accessible by car.

c) The above also applies to anyone trying to get to doctors, dentists and any other amenities. They will travel by car.

4. The TA refers to the visibility from the access road when exiting the site. Living opposite, we are aware daily of some of the restrictions placed on vehicles leaving this lane. To the right, visibility is restricted by the bend in the road opposite Nos 25/27. Traffic approaching this bend from the Marple end do not see what is on the road until they have rounded the bend. Even at 30 miles an hour (which is not the norm), they would be upon a car

exiting the access road within seconds. Visibility is also restricted to the left by vehicles parked on the hill going towards Charlesworth. These prevent a clear view of cars coming down and cause vehicles to cross the carriageway in order to exit.

5. We believe that the addition of 25 family homes will put pressure on an already oversubscribed school and on the sparse availability of doctors and dentists.

6. The additional vehicles will put pressure on an already busy road and the access/egress will increase the risk of accidents.

In summary, we would like Planning to consider whether another access road should be explored and whether 25 family sized properties should be reduced in number, to negate the impact on traffic, journeys and amenities.

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