

From: [Beswick, Keith, 17000](#)
To: [Planning \(HPBC\)](#)
Cc: [Colley, Jane](#)
Subject: Response to consultation for application HPK/2023/0337 - Former Shire Hill Hospital, Bute Street, Glossop.
Date: 18 September 2023 14:27:40

Hello Jane,

Thank you for referring this application for our consideration.

At first sight the linear parking arrangement for plots 1-11 and 32-41 looks a little dated, reverting to a past policy context where allocation was removed from the street-scene at all costs irrespective of other implications. Parking which is not in curtilage or in view of associated plots often led/leads to unplanned front of plot parking across pavements and other landscaping, driven partially by apprehension of vehicle related crime.

I had assumed that the allocation in this instance was driven by the constraints of levels on site, but looking at supporting information, there seems to be a strong policy drive to leave frontages clear of parking, but in turn this leaves quite a sterile area to the back of plots.

Looking further into the detail of the application, it seems that some mitigation towards this issue has been put into place by the use of slatted hit and miss rear boundary treatment, which will to some extent open a view of allocated parking bays.

Whether or not the wider use of this type of fence is suitable for inter boundary privacy is open to question.

I would have thought that the initial section of inter-boundary fence at least should be formed by a privacy screen.

What will be critical if the layout presented is to be successful is communal lighting for these shared parking courts to further reduce the apprehension of crime or disorder after dark.

There is mention within supporting information of a future section 38 agreement.

If any communal spaces do not fall within the adopted scheme there will need to be a private supply, particularly for these two extended parking areas and the walkway through to Blackshaw Clough.

Bollard provision is not generally seen as acceptable for community safety because of the lack of illumination at face level.

I expect that all of these lighting considerations could be resolved by a suitable worded condition.

The parking bays for plot 31 would be better placed to the front of block together with those for plots 28-30 unless space constraints make this impossible.

There isn't any detail of the pedestrian gate specification to define the Blackshaw Clough footpath link.

I would wish to see the alleyway between plots 5 and 6 secured for resident use only by way of bespoke communally securable gates at either end of the route.

Regards

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