
From: planningcomments@highpeak.gov.uk
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To: Planning Comments (HPBC)
Subject: Comment Received from Public Access

Categories:

Application Reference No. : HPK/2024/0143 Site Address: Derbyshire County Council Works Department Ashbourne Lane Chapel-En-Le-Frith Derbyshire SK23 0PA High Peak Comments by: Russell Smith
From:

Submission: Objection

Comments: I object to the proposed intensive development of multiple industrial units on the small disused site that is entirely surrounded by residential properties and has unsafe and unsuitable access for industrial purposes. I believe the impacts on safety and amenity from traffic, parking, flooding/drainage and noise and disruption make the site unsuitable, as summarised below:

Unsuitable and inappropriate location – The existing site has no doubt fallen into disuse by DCC many years ago, due to the unsuitable location that has poor access and is cut off from the allocated employment zones (as per the Chapel en le Frith local neighbourhood plan). This is a quiet residential area including a popular young children's recreation ground and should be protected as such.

Traffic – Ashbourne Lane which is a narrow single track lane, lined with residential properties, a children's playground and associated car parking. It has a 7.5 tonne weight limit and is marked as 'unsuitable for HGVs'. Large vehicles turning into Ashbourne lane from Market St cut the corner, dangerously driving over pavements that are on a school walking route and close to the children's playground. Traffic associated with a multiple occupancy industrial development is likely to include lots of commercial vehicle traffic that is inappropriate for the road type and the residential and recreational area. The biased traffic survey presented is obviously a gross underestimate of the real world traffic that would be generated as it manipulates 'design rules' rather than giving a practical prediction. Construction traffic for a substantial industrial development would be outright dangerous and highly disruptive.

Parking – It is inevitable that parking will overspill into Ashbourne Lane and affect the residential area. The planned on site parking will not be adequate as is typified by other local examples where parking spills over into surrounding roads. For example, the nearby businesses on the former Longson's site abuse their planning requirements (eg. HPK/2021/0206) and use Ashbourne lane for parking. Frith Knoll Road and Bowden Hey Road industrial areas are other obvious local examples where parking overspills. Parking restrictions are regularly ignored, as should be reasonably foreseen outcomes from overly intense developments in confined areas.

Flooding and Drainage ħ The application states surface water drainage will be via existing sewers in Ashbourne Road. This is not acceptable for a large hard surfaced area. There are no dedicated surface water sewers in Ashbourne road and the ancient foul sewers are prone to surcharging and flooding at the lower end of the lane, putting our properties and health at risk. The steep lane is affected badly by surface water runoff during storms. Again ħ a ħdesktop studyħ of wider area flood zones does not represent actual local issues.

No Apparent Business Case ħ No tangible business case is provided for the need for industrial units in this residential part of Chapel en le Frith. There are no defined end users of the units, which leaves the potential for disruption open ended. This feels like an attempt at profiteering from a cheaply acquired piece of unsuitable land.

Noise and Business Hours ħ Any development should be substantially restricted to limit impact to residences. However, it is noted that from the local examples above, practically these limits can be abused and not enforced.