

From: planningcomments@highpeak.gov.uk
To: [Planning Comments \(HPBC\)](#)
Subject: Comment Received from Public Access
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Application Reference No. : HPK/2024/0446

Site Address: Adult Education Centre Spring Bank New Mills Derbyshire SK22 4AZ High Peak

Comments by: Lucy Gell and Paul Herschell

From:

4

Cresswell Street

Opposite Adult Education Centre

New Mills

Derbyshire

SK22 4BD

Submission: Objection

Comments: With regards to planning application HPK/2024/0446 we at number 4 Cresswell Street wholly support the comments submitted by Sam and Jamie at number 10 Cresswell Street along with many comments also made by other residents of Cresswell Street, Cresswell Avenue and Spring Bank Gardens objecting to the current development without further considerations. We live almost opposite to the site entrance and therefore have witnessed first hand the comings and goings at the site as well as the traffic situation along Cresswell Street and at the junction with Spring Bank over a period of almost 20 years.

I think that Sam and Jamie and others have summed up our feelings perfectly. We are glad to see this historic building being saved from being empty and given a future but we too strongly feel that sufficient thought regarding parking and access has not been put into this application and if the developers had spoken to the residents nearby before submitting this application or lived locally themselves they would have a much clearer understanding of the problems.

Visitor Parking

As Sam and Jamie state this is a single lane unadopted road due to on street parking. We too have experienced problems historically with visitors to the building in its previous use as an adult centre as well as parents dropping children at the nearby school parking on the private land in front of our houses blocking access to our own private parking spaces. We have witnessed consistent use of the site being used for parent parking and also teaching assistant parking for the school when they should not have been parking there unless they were attending the adult centre and we constantly saw them park their cars and walk off the site to walk around to the school. Only the current closed gate prevents this from continuing and once the site reopens we see nothing in the proposal to prevent people from parking on this private land once more to visit the school.

Congestion

Congestion has historically been a problem at school start and finish times because of this and the fact that the road is only wide enough for a single vehicle to pass. It is inevitable that introducing 52 bedrooms with only 29 car parking spaces that this problem will only get worse. Previously the problem was more a day time issue when many residents would be at work (we both work from home therefore witness it more), however, changing to residential use the problem is likely to become worse in the evenings and weekends when residents

are home in the future.

Using / Blocking Private Parking Areas

Parking is an issue on Cresswell Street when people park in private parking areas that do not belong to them but also when people park inconsiderately opposite these areas on the pavement blocking access to these areas. This will only get worse and creates unnecessary friction with visitors as well as blocking services and emergency vehicles.

Junction Of Cresswell Street and Spring Bank

We find the inconsiderate parking at the junction with Spring Bank particularly frustrating. As Sam and Jamie suggest double yellow lines have been painted by the junction in an attempt to allow vehicles to safely exit this junction. The lines, however, do not extend far enough especially if a high backed vehicle such as a van parks close to them to allow a safe exit (a regular occurrence). They need to be extended further as the only way to exit now is often to nose forward very slowly without clear visibility. To make matters worse, regular visitors such as parents dropping and picking up kids at the school are aware that the parking wardens do not patrol this area like they do the town centre so they do not get parking tickets for parking on these double yellow lines so people park on them on a daily basis and a new development will simply lead to another stream of visitors who park inconsiderately knowing they will not get a ticket. Regular tradesmen attending the Alms Houses also feel they can disregard double yellow lines and endanger residents with their inconsiderate parking at any time of the day. I have walked down this afternoon on a quiet Sunday to see a vehicle parked on the double yellow lines outside the proposed development site. This happens several times each day especially around school times but we fear will happen more at other times also with this proposed development.

Speeding Along Spring Bank

People often travel along Spring Bank doing 40mph or more in this 30mph zone. This really needs to be a 20mph zone to make this junction safe and this development will simply increase the chances of a serious accident or fatality here in the near future. Due to current parking on Spring Bank there is only room for a single lane of traffic which leads to speeding of some vehicles rather than slowing them down.

Reserved Parking Space For Each Flat

Jamie and Sam's suggestions are well thought out and address many of our concerns. Having reserved parking for each flat has to be essential here as do some on site parking spaces allocated to visitors.

Unadopted Road

Work needs to be done by the developer with the council to adopt the road, to maintain it and to provide double yellow lines on Cresswell street opposite the private parking area, to extend the double yellow lines on Spring

Bank and to include that area on traffic warden patrols especially at school start and finish times as well as other popular times so that people understand that they cannot park there. It has been correctly pointed out that construction traffic will continue to deteriorate this road and we regularly witness construction and trade traffic as well as delivery vehicles parking opposite us on the pavements because it is convenient for them and construction traffic will likely do the same rather than turn into the tight entrance to the site. The developers need to get the council to adopt the road before any development begins and agree to make good any damage caused to the road and pavement during the construction.

Signage

An additional point we would add to Sam and Jamie's proposal is that signage about parking and access around the area could also be considered. Simple signage in the development site car park asking residents and visitors not to park on Cresswell Street as that is private parking for residents of Cresswell street as well as signage on the side of the site to ask residents not to park on pavements or double yellow lines to prevent blocking other residents or creating a danger to people leaving junctions. This should also be reiterated any any suitable paperwork involved in the sale and purchase of the flats.

Grit Bin

The recent cold weather is also a reminder of the need for a grit bin on this steep single lane road. There is bound to be a collision long here with all the extra traffic without one.

Swifts & Bats

From our location we annually witness the summer arrival of the same sets of breeding pairs of swifts to the area and see them nesting in the building. We also have lots of bats, owls and even witnessed a fox casually walking past the site a few evenings ago. We are keen to see that suitable swift and bat boxes are considered in the proposal and that construction does not affect the nesting periods.

Conclusion

We strongly object to this planning application until these concerns over parking and access can be addressed satisfactorily. To summarise we would like to see the following before any permission is given

- Commitment to numbering parking spaces to specific flats
- Allocation of visitor parking spaces
- Adoption of Cresswell Street by the council if it is to provide access to the site so that it can be maintained satisfactorily
- Double yellow lines opposite 2-10 Cresswell Street

- Extension of current double yellow lines at the junction with Spring Bank to facilitate safe use of this junction
- Enforcement of parking on these double yellow lines with regular patrols
- More traffic calming on Spring Bank
- Grit bin on Cresswell Street

We are keen to see this property put to good use, however, sufficient thought has not been given to the current traffic and parking situation. Whilst the points above will go some way to addressing that we question whether 26 flats is too many for this small area with very limited parking and poor access. Will the solution just push the problem out onto Spring Bank and beyond by continuing with 26 flats? Would a smaller number of flats with the same number of spaces not be a better solution?

Lucy Gell & Paul Herschell

4 Cresswell Street

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