
From: planningcomments@highpeak.gov.uk
Sent: 08 October 2025 19:17
To: Planning Comments (HPBC)
Subject: Comment Received from Public Access

Categories:

Application Reference No. : HPK/2023/0488 Site Address: Land At Burlow Road And Heathfield Nook Road Burlow Road Harpur Hill Buxton Derbyshire Comments by: C Harrison
From:

Silkstone Crescent
Buxton
Buxton

Phone:

Email:

Submission: Objection

Comments: I write to formally object to the above application. While I fully appreciate the need for housing, I believe the proposal causes harm in several respects and conflicts with the expectations under which residents moved into the area. I request that the application be refused, or at least amended significantly to safeguard community facilities, amenity, and safety. My principal concerns are listed below:

Loss of Community Facilities

The land in question was originally designated to host a community centre and creche, and many purchasers in the development bought with the expectation that adequate community infrastructure would follow. Replacing these planned resources with housing would leave the community underresourced. Barratt has commented that it attempted some marketing campaigns with little interest - I would argue the first step should be to revisit the campaigns, and see if plans can be amended to provide facilities in line with the ones that were originally promised (i.e. ones that benefit the community e.g. open green space, changing facilities, public restrooms, community meeting spaces), rather than further housing. Instead of marketing specifically for a creche options marketing could look at various options for community based services including a creche/nursery/daycare but also medical facilities or sports centres.

Transport, Highway Safety & Parking

The current proposals do not address existing traffic and parking problems around the field. Football training or match days already leads to the road becoming blocked owing to the number of people parking around the field, this can lead to visibility issues as vehicles are inevitably parked around bends or narrow roads and I have on more than one occasion seen people having to reverse to a point where people are not parked as a result of this.

I think it is also worth noting that the planning related to highways states a number of parking spaces per house including the garage as one space. The garages with Barratt houses (including my own) are too narrow to be used for storing a car - my car is small and it can barely make it into my garage, if I do manage to get it in, I'm unable to open the doors - so would be unable to exit the vehicle making the garage functionally useless for vehicle storage. The panhandle driveways on the estate suffer from a similar (but less severe) problem and if you walk around the Heathfield Nook estate you can see at these houses cars tend to be parked out front on the road. As such, the introduction of new houses would exacerbate existing parking and road blockage problems.

I did try to look for numbers to back this up, but the Barratt plans do not seem to specify the width of the garages. Estimating based on the dimensions in H0000-YWSE5MDSMX00-ZZ-DR-AR-C00-Planning Drawing-Wallasea-CAT 2 + NDSS - Detached-1. The entire building is 7823mm wide, the garage looks to be roughly a third of the width of the house, or ~ 2607mm. The width of a UK brick is typically 102.5mm, so a double brick wall (what I would expect for the exterior of a house) would leave at most 2402mm interior space potentially more space maybe lost to the interior wall and to insulation /wall fittings such as boiler pipes but I will ignore that for simplicity. I looked at the width of the most common cars in the UK based (one such list <https://www.rac.co.uk/drive/advice/buying-and-selling-guides/the-top-10-most-popular-cars-in-the-uk/>) and these are typically a little over 1800mm without mirrors, I will work on 1835mm as that was the narrowest of the vehicles. That leaves $(2402-1835)/2=283.5\text{mm}$ at each side of the car which you can use to try and open a door, bearing in mind doors are more than 0mm wide themselves and they open at an angle that leaves very much less than a 28cm gap for people to climb out, it's practically not enough space to get out - especially if you want to avoid damaging your car doors - and so as I say, this should not count as a parking space. An argument could be made that 2.4m is the average size of a parking space in a UK parking lot however, parking lots don't have brick walls on the white lines, so you can open your door beyond the bounds of your park.

Density, Design, and Character

The proposed development is out of keeping with the character of the area. What is a more rural edge or lower density setting is threatened by relatively high density (‘cramming’) of dwellings.

There appears to be a disregard for the topography: as building moves up the hill, the houses should step in height, set back, or otherwise blend in, but the proposal seems insensitive in that regard.

Sustainability / Local Plan Policy Considerations

The proposal seems to conflict with the principle that developments should deliver necessary infrastructure and services (social, green/open space, community facilities) as part of sustainable development.

The Local Plan (2016) and related policy for High Peak require that new development is matched by adequate infrastructure and amenities. Removing planned community uses undermines sustainability.

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