

Nathan Wild

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

Categories: Nathan

Application Reference No. : HPK/2023/0118 Site Address: Land at Hole House Mill Marple Road Chisworth
Derbyshire SK13 5DH Glossop Comments by: Alyson DarkinsChisworth Parish Council

From:

4
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Submission:

Objection

Comments: Chisworth Parish Council would like to object to the amended version of Planning Application
HPK/2023/0118 for the following reasons:-

1. Number of proposed residences.

Considering elements of the proposal are part of the Chisworth Conservation area, we object to the increase in dwellings from 22 (approved in 2019) to 29 in this current proposal. We feel that the increased density of dwellings is contrary to the nature of the conservation area and also to the areas protected trees.

The increased number of dwellings will also impact negatively on many of the following considerations.

2. The access from and to Marple Road, A626, despite the proposed modifications , remains inadequate for two way traffic. It will be interesting to view the Highways report to see if it is identified that traffic movements are riskier at this point due to the number and speed of vehicles passing the entrance to the site. There is an average of 5572 vehicles passing the entrance per day and a recent traffic survey, conducted in 2022, demonstrated 39.4% of vehicles travelling at this point were speeding along the 30mph road. Congestion on the highway here could be considerable at rush hour times, with queues of vehicles trying to enter or leave the site via a single track road, with no passing places identified from the plans. Currently vehicles turning towards Glossop from the current entrance, have to contend with impeded viability due to parked cars along Marple Road and the pavement, making exiting from the site more dangerous. Traffic management should be a major consideration for this site, especially as the proposal draws on the potential of public transport in mitigating against vehicle use. In reality, 6 buses per day along the A626 is unlikely to be flexible enough to do so.

3. Car parking is likely to be an issue for residents, especially with the increase in the number of dwellings, which in itself could increase car numbers by an additional 14 cars. Open space car parking has led to common issues at the nearby Kinderlee Mill, creating some disharmony between residents. The proposal of double garages where two cars park back to front, generally means one car is parked outside to avoid the tension of who needs their car first, so this

type of garage use could not be adequately counted to reduce the number of off road parking vehicles, Additionally, consideration should be given to ensuring these garages should not be converted into alternative uses e.g storage, games rooms etc.

There is also a discrepancy between HPBC and DCC on how to include garages in planning terms.

4. General utilities/Emergency vehicle access. When a fourth recycling bin is introduced, there is the potential for 4 refuse bins per household, leading to a potential number of 108 refuse bins. Are there adequate schemes in place to account for this number? Also, refuse collection lorries may be compromised by the road being unadopted, the road being single track and the poor access from the main road. Also the potential to block the road during refuse collection times. The same access issues would apply to Emergency vehicles.

5. Water management. Although the application draws on the findings of the flood risk assessment of November 2022, checked again in June 25. The report makes no mention of the Holehouse floods during 2025 New Year, where houses on the main road were flooded. The proposed dwellings are at a lower geographical point than the flooded houses and the access to the Holehouse Mill site is directly opposite the flooding, with water flowing down the access road to the mill.

There have also been reports of discoloured water in Chisworth Brook, which has been clear at the main road , but after flowing through the mill premises, has been discoloured at Kinderlee. A documented and independent environmental assessment should be a pre-requisite.

In addition, United Utilities have recorded a large number of unregulated releases in to the brook and have confirmed that the area is a priority over the coming few years.

6. In the Design and Access Statement, point 8 on page 28, states that pedestrian access will be created via the enhancement of the historic footpath connection from the site onto Marple Road to the south which has become overgrown and impassable. However, although the historic maps from 1879 and 1971 show a footpath between the mill and Marple Road, the proposed footpath on the D and A statement is not in the same position. Additionally, there is no footpath evident on the current version of the Derbyshire Definitive Map. This discrepancy needs to be clarified and resolved, with land ownership legally assured.

7. Two of the proposed blocks are three story residences and due to the proximity of the established residences, sightlines may compromise privacy for current residents.

8. Does public access to the Mill Pond mean that the general public will be allowed? If so, additional signposting will be required.

We therefore object to this iteration of the planning application, but would not object to the original application of 22 dwellings, approved in 2019. Additionally, we would request that the Planning Committee consider the above points and apply a number of conditions to ameliorate the above issues to ensure that any approval of new homes in

Chisworth, complement the current configuration of the village and does not adversely affect or negatively impact the current residents over the longer term.

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