

From: [REDACTED]
Sent: 12 May 2026 21:28
To: Planning Comments (HPBC)
Subject: HPK/2026/0141

Categories: [REDACTED]

CONSULTATION ON PLANNING APPLICATION

Application Number: HPK/2026/0141

Mellor Homes/Land at Miry Meadow, Chapel-en-le-Frith

Dear Sir/Madam

I am the owner and occupier of 10 Miry Meadow, Chapel-en-le-Frith, SK23 9RU, and wish to raise the following issues relating to the above proposed development:

1. The following issues associated with the proposed site access route make it unsuitable in my opinion:

a) Cross Street and Station Road are barely wide enough to cope with the number and type of vehicles that currently use them. Parking (particularly on the stretch of Station Road that leads to the Co-op car park) makes it effectively one-way and practically impossible for some delivery vehicles to reach and leave the loading bay at the back of the Co-op, so they are unloading and obstructing Eccles Road instead.

b) The fire and refuse vehicle tracking drawings are unrealistic as they do not take account of parked vehicles on Station Road. I believe that if they did, the tracking could not be shown to work.

c) The stretch of Station Road that leads to the Co-op car park is not adopted and presumably never will be, as it apparently does not meet adoptable standards, despite this having been a stipulation of planning for the Miry Meadow development. Consequently it is not maintained, is slippery at the best of times and in very poor condition, and is not gritted so is often impassible in Winter. The north side of the road is retained by a high wall - has an assessment been carried out of the condition of this and whether it can cope with the increased traffic, particularly HGVs, associated with the proposed development?

d) Any loss or prevention of parking on Station Road to alleviate the above would inevitably result in vehicles parking in Miry Meadow, which cannot accommodate this. There is a lack of legitimate parking in Chapel as it is.

2. The Proposed Site Plan shows an "access to adjacent plot" on the northern boundary. Is this with a view to a future development, which would further worsen the above? Could it instead be a condition of any planning that an access road to the proposed development is made from the northern end of Station Road, at least for any traffic to the site during the construction phase?

Yours faithfully

Roger Davenport