# TECHNICAL NOTE NO 1

## PROPOSED DWELLING BETWEEN 35 – 37 BOWDEN LANE CHAPEL EN LE FRITH, DERBYSHIRE 12203 – 31ST AUGUST 2012

Transportation Planning : Infrastructure Design

1.1 SCP is instructed by Kapetil Ltd to investigate and report upon the highways aspects associated with the proposal to develop a detached property between 35 and 37 Bowden Lane, Chapel en le Frith.

1.2 The application site has been inspected together with the surrounding highway network and the proposals illustrated on the Parr Associated drawing no 257.01 have been perused.

1.3 Bowden Lane is a residential cul de sac which joins Hayfield Road in the south. There is a turning head located on Bowden Lane opposite the proposed site.

1.4 The application site has highway frontage onto Bowden Lane. Nos 33 and 35, found to the south of the site have driveways with limited visibility owing to the boundary walls onto Bowden Lane. The houses at 37 to 43 Bowden Lane do not have any off street parking facilities and therefore park on street.

1.5 Bowden Lane is relatively narrow but does widen adjacent to the application site and nos 33 and 35 Bowden Lane

1.6 The application site is located at the head of the cul de sac and at this location vehicle speeds and volumes are low.

1.7 The application proposals illustrate 2 parking spaces within the curtilage of the property. Vehicles would either have to reverse into or out from the spaces. It is proposed to produce a build out into Bowden Lane to improve visibility for these movements.

1.8 The build out is illustrated on the application drawings and would have the added benefit of providing improved visibility for the residents from 33 and 35 Bowden Lane.

1.9 The build out would also provide a margin for pedestrians that use Bowden Lane.

1.10 The build out would restrict the depth of the turning head and if considered essential by the highway authority the depth of the turning head could be increased by extension into the existing highway verge.

1.11 It is considered that the application proposals would, in highway terms, have insignificant impact upon Bowden Lane and would have the potential to improve highway safety within the environs of the application site.

William Booker

On behalf of SCP Ltd

31st August 2012