

## **CONSIDERATION OF PROPOSED RESIDENTIAL DEVELOPMENT, LONG LANE, CHAPEL EN LE FRITH - 2nd VEHICULAR ACCESS REVIEW - JULY 2015**

### **Introduction**

This note will provide an additional review of the, now, two vehicular access options submitted to support an outline planning application (ref HPK/2015/0058) which refers to a proposed residential development on land to the south of Chapel en le Frith High School off Long Lane in Chapel-en-le-Frith. Vehicular access remains not a matter to be determined as part of the outline planning application.

This note needs to be read in conjunction with our previous review of the four access options, at that time, dated March 2015.

### **Vehicular Access Option One (Old Option Two)**

This vehicular access option involves providing a long access road from the site alongside the railway line and into what is likely to be owned by Chapel en le Frith High School. The arrangements require the existing school access strategy to be amended which creates an entry only from Long Lane to the school and then the proposed residential access to be combined with an exit from the school.

There remains no information within the TA to suggest that the School have been consulted on these amendments. The arrangements will substantially intensify the use of these junctions and increase the level of conflicting movements in close proximity to where pedestrians, including pupils, will be using the area to travel to and from school.

The two junctions are also only around 20 metres apart which is extremely low. There will be traffic entering both access points from the northern section of Long Lane and confusion is likely to ensue in particular at the critical peak periods during the day which in the case of the AM peak will coincide as traffic is utilising the school entrance and leaving the residential access.

This arrangement is still based on OS mapping rather than using a topographical survey. Whilst the visibility splay of 2.4 metres by 43 metres is shown to be just achievable (albeit using a point 1 metre off the nearside kerblines) to the south along Long Lane the splay is right on the boundary of the bridge structure beyond which the splay would not be achievable. In order to demonstrate that the visibility is achievable a design based on a topographical survey would be critical.

DCC have requested that speed surveys are carried out to establish adequate visibility splays for the proposed access. Clearly these cannot yet be relied upon as they haven't been carried out and submitted to DCC to review.

As such, there remains a number of fundamental issues with this access option.

### **Vehicular Access Option Two (Old Option Three)**

The alternative vehicular access option has been dismissed as being 'not suitable' by DCC in their formal consultation response. The access involves an upgrading of an existing farm track route to Long Lane. This particular option was considered fully in our last review dated March 2015.

There remains a number of fundamental issues with this particular access option which require more detailed consideration.

### **Summary**

This note has considered the, now, two revised vehicular access options that support a proposed residential development off Long Lane in Chapel-en-le-Frith. The following conclusions can be drawn from this note:

- DCC still require a range of information from the applicants for the new access Option One to be considered acceptable. DCC have confirmed that new access Option Two will not be suitable to serve the proposed residential development site.
- There remains no information on any land ownership details for either of the vehicular access options.
- The access options need to be based on topographical survey information and not OS mapping which is notoriously unreliable.
- New Access Option One has issues in terms of the land available for the access works as well as issues with junction spacing and the increase in vehicular and pedestrian conflicts at the High School access arrangements.
- New Access Option Two has issues in terms of the land available for the access works as well as issues with the access design around an existing railway bridge and issues relating to trees and landscaping which are required to be removed as part of the access works.

In conclusion, there are numerous fundamental issues with both of the vehicular access options submitted as part of the proposals. It is clear that there is no suitable vehicular access option to serve the proposed residential development of 250 units.