

From: [Glen Donaldson \(Place\)](#)
To: [Planning \(HPBC\)](#)
Cc: [Stannard, James](#)
Subject: HPK/2022/0353 Zion Methodist Church Simmondley Lane Simmondley Glossop
Date: 24 October 2022 10:16:57

NEW APPLICATION HPK/2022/0353

LOCATION Zion Methodist Church Simmondley Lane Simmondley Glossop

PROPOSED DEVELOPMENT Erection of 8 residential dwellings with associated landscaping

Hello James.

The above application has been forwarded to this Authority for highway considerations and I have the following comments to make :-

The County Council response to the Pre-app (PAD/2022/0007) was as follows:

'The proposal is for 3No 2 bedroom and 8No 3bedrooms residential units on the site of Zion Methodist Church, west of Simmondley Lane and north of Adderley Place. The transport statement (TS) for the detailed planning application will be required for this proposal.

- 1. The access will be taken from Adderley Place, which appears to be a private road and joins to Simmondley Lane, a Classified Road. Adderley Place provides access to the public right of way (PROW Glossop FP 50). The route must remain unobstructed on its legal alignment at all times, and the safety of the public using it must not be prejudiced either during or after development works take place. Further advice can be obtained by calling 01629 533190.*
- 2. Simmondley Lane is a bus route; therefore, visibility splays of 2.4m x 47m or as per the speed readings need to be provided in both directions. The area in advance of the sightlines being maintained clear of any object greater than 1m in height (0.6m in the case of vegetation) relative to the adjoining nearside carriageway channel level. However, the emerging visibility splays appear limited at Adderley Place/ Simmondley Lane junction due to the parked cars and insufficient footway width. Pedestrian visibility also needs to be provided.*
- 3. Adderley Place provides vehicular access to a number of properties. The proposal- is expected to intensify the use of the lane and exit junction. The current width of Adderley Place may permit two-way travel, however is not wide enough in most places to allow vehicles to pass one another and not suitable for intensification of use of this lane. In the TS, the applicant needs to justify that the proposal would not result in the intensification of use which appears difficult due to the size of the proposed development. The intensification of vehicular use would also not be favourable for pedestrian safety which uses frontage footway on Simmondley Lane and therefore needs addressing.*
- 4. The access and exit for the refuse collection vehicle would also be challenging from the site due to insufficient width of Adderley Place, parked cars and absence of turning radii at the junction of Adderley Place/Simmondley Lane. At the detailed planning application, swept path assessments for refuse vehicle and emergency vehicle would also need to be submitted, and waste collection methodology also needs to be agreed upon with the local planning authority refuse collection department.*
- 5. Furthermore, due to the proximity of A57/ Simmondley Lane junction, the junction's capacity and block backing of queues which may hinder vehicles exiting from Adderley Place/Simmondley Lane junction are the matters which needs to be investigated as part of the TS.*
- 6. Information about the extent of the adopted highway could be checked, and advice can be*

sought via email: highways.extents@derbyshire.gov.uk. For the design of the site Derbyshire County Council (DCC), Delivering Streets and Places 2017 Guidance could be used.'

However, not all of the above issues have been addressed.

Point 1: Although the submitted Design and Access Statement (D&AS) includes the following, *'the unadopted road is also on the route of existing public right of way 'PROW Glossop FP 50' Which will keep its current route and remain open during the proposed construction'*, no information has been submitted regarding any discussions with the County Council PROW team about the proposed resurfacing of the PROW.

Point 2: Although 2.4m x 47m sight lines are mentioned in the submitted Transport Statement (TS) and Junction Review, but no drawings have been submitted to ensure these (or any other) sight lines can be achieved.

Point 3: No proposed carriageway widths have been shown on any submitted information or drawing.

Point 4: The applicant will need to consult with the relevant refuse collection department to ascertain details of what will be acceptable to them in terms of number and location of bins and means of access including the removal of specialist waste. Bin storage should not obstruct the private drive access, parking or turning provision. Additionally a bin dwell area should be provided clear of the public highway, private access, parking and turning for use on refuse collection days which is a suitable layout for use by a Large Refuse Vehicle of 11.6m length and for planning purposes should be demonstrated by means of appropriate swept paths/turning head. However, submitted drawing 1001 PO3 shows refuse vehicle tracking, the refuse vehicle size of 7.9m falls short of the 11.6m required.

Point 5: the information contained within the Junction Review meets HA approval.

Point 6: Has the applicant obtained a copy of the adopted Highway extent?

The County Council would wish to see the highway issues addressed prior to determination, however, should the LPA be minded to approve the application in its current form we would be grateful if the LPA could reconsult the Highway Authority so that consideration can be given to formulating appropriate conditions/informatives which can be recommended to be appended to any consent issued.

Regards

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