

Head of Development Services
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Derbyshire
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Telephone :
Ask for: Adrian Martin
Email: HPBC/2024/008467
Our ref: HPK/2024/0154
Your ref:
Date: 12 July 2024

Dear Rachel Simpkin

**TOWN AND COUNTRY PLANNING ACT 1990
(DEVELOPMENT MANAGEMENT PROCEDURE) (ENGLAND) ORDER 2015
ARTICLE 18 CONSULTATION WITH HIGHWAY AUTHORITY**

PROPOSAL: 51 dwellings, comprising one bedroom flats and two and three bedroom houses.

LOCATION: Land Off, Cottage Lane, Gamesley, Glossop, Derbyshire

APPLICANT: Westshield

The application includes a transport statement in support of the application which assesses the potential impact of the proposed development on the highway network in the vicinity of the application site. Having reviewed the proposed development against Local and National policy, the LHA generally accepts the method of assessment and conclusions reached in the transport statement in that the development will not result in an unacceptable impact on highway safety or have a severe residual cumulative impact on the road network. It is considered that there are no justifiable grounds on which an objection could be maintained to the principle of the application.

It is understood that the ownership of the site access and land off the access is unknown. This area currently provides off street parking provision for a number of vehicles although it is unknown whether this is permitted and whether residential dwellings have legal access rights over this land. Nevertheless, the development is likely to displace that parking on to the existing network with the potential for increased demand for parking spaces on Cottage Lane or it will continue on the development site itself. This does not seem to have been assessed in the application and the

proposed layout doesn't indicate any areas for displaced parking, other than, presumably on the new streets within the development. Cottage Lane and the connecting roads in the vicinity of the application site do appear to be able to accommodate some additional on street parking; however, the applicant is requested to comment on the issue of displaced parking and the potential impact of such on the local network, in particular Cottage Lane. A parking beat survey on Cottage Lane and roads in the locality of the site would identify the current level of on street parking demand and the potential for Cottage Lane to accommodate additional on street parking.

The proposed site access itself appears to be laid out as a footway crossing, which is considered to be appropriate to allow pedestrian priority; however, it is not clear; should consent be granted for the application, the access should be required to be constructed as a pedestrian priority access.

The internal layout indicates several trees located within the carriageway which are assumed to be intended to act as localised road narrowing/speed suppression features and to accord with paragraph 136 of the NPPF which states that "new streets are tree lined..". The proposed layout is not considered to be "tree lined" and as such does not comply with the NPPF in this regard. The applicant is requested to reassess the layout to incorporate tree lined streets in accordance with the NPPF.

The layout is also considered to lack any pedestrian priority or crossing opportunities at internal junctions, particularly as the site includes an existing public right of way through the site; it is noted that the PRow is to be diverted as part of the application particularly. There also appears to be an opportunity to provide a pedestrian link to the public open space on the southern boundary of the site which would provide a more convenient access for those dwellings located to the south of the site.

The application includes swept path details for a refuse vehicle to manoeuvre through the site. The analysis clearly indicates that a refuse vehicle cannot manoeuvre within the carriageway around the junction adjacent to plots 15 and 31 without needing to utilise the footway. Whilst this alone is likely to prejudice the future adoptability of the internal roads and footway as publicly maintainable highway, the layout in this area of the site would lead to potential conflict with pedestrians.

If the site is not adopted by Derbyshire County Council, it is usual that refuse collection vehicles will not enter private developments and therefore refuse collection will be carried out adjacent to the site access off Cottage Lane. This would require a very large bin collection area to be provided adjacent to the highway boundary, for which there is no space to provide one, and virtually all, if not all residents, would need to wheel bins a significant distance from their property to the bin collection area which is highly unlikely. This is then likely to lead to bins being left around the access potentially obstructing the footways. The applicant is requested to seek clarification from HPBC's refuse collection team on the intention for future refuse collection on this site.

Whilst there are no grounds for objection to the principle of the development, there are a number of concerns and deficiencies on the internal layout which the applicant is required to consider to provide a more suitable layout, not only to meet DCC's adoption standards, which provides a more pedestrian prioritised and tree lined layout which can accommodate refuse vehicle movements throughout the site.

Should the applicant be willing to make the necessary revisions to the layout, further comments and recommended conditions will be provided.

Yours Sincerely

Adrian Martin
Highways Development Control