

Josie Hobbs

From: Sue Highley (Place) <Sue.Highley@derbyshire.gov.uk>
Sent: 23 September 2022 14:44
To: James Grundy
Cc: Planning
Subject: RE: ERE/0722/0038 - Land at Sowbrook Lane/Ilkeston Road, Stanton by Dale

Hi James

I refer to your email below, our more recent conversation and apologise for the delay in replying.

As discussed, as submitted, the proposal is not acceptable in highway terms.

The following comments relate to the Transport Assessment (TA) has submitted a in support of the application.

The Transportation Assessment suggests that the site will generate between 130 – 150 or so two-way trips during the respective weekday peak hours, however, exact numbers are likely to reflect the type of property, mix of private and affordable housing together with tenure of the affordable housing.

The Transportation Assessment includes some analysis of the sites relative accessibility. This considers how individuals can access day-to-day facilities and services, the most important of which are considered to include employment, education, healthcare, food retail and town centres. Whilst the proposals include consideration of local amenities relative to the site, inevitably though, prospective residents will need to travel some distance to access other essential services, education, shopping etc. Although MAC have provided some analysis of the sites sustainability, unfortunately though, there doesn't seem to be much in the provision of local amenities, particularly ones that can be reached on foot. This site is not identified in the Erewash Core Strategy Adopted 2014.

It should be noted that the TA concentrates on amenities in Kirk Hallam, although it is likely that residents would be attracted to the facilities in Ilkeston which are far more comprehensive. There are no footways on Ilkeston Road for a considerable distance north of the site resulting in pedestrians needing to walk in the carriageway. No provision is proposed.

Access to the site is proposed via two new priority junctions, one on Sowbrook Lane, the other Ilkeston Road. Capacity assessment of the main accesses indicates that adequate capacity will be provided and therefore congestion problems at the access junctions unlikely.

The transport assessment considers a number of offsite junctions. These are assessed on the basis of classified turning counts undertaken Thursday 21 October 2021. i.e., post lockdown but before the proposed element development at New Stanton Park (ERE/1221/0002) was consented. MAC notes that 'We are not aware of any permitted developments within the locality of the proposal Site.'

As such, the TA will need to be revised with New Stanton Park included as committed development and a cumulative impact assessment included.

J1: Ilkeston Road/Sowbrook Lane/Lows Lane.

Whilst as the transportation assessment notes that this, junction is shown to operate within capacity in the future year scenarios, presumably on the basis that the ratio of flow to capacity (RFC) calculated in the capacity assessments is less than 0.85, the capacity assessment does indicate that vehicles approaching the junction from Sowbrook Lane will be subject to some delays. More pertinently, however, is that as part of the New Stanton Park discussions, it was agreed that this junction would be improved by the provision of a 50 metre diameter (ICD) roundabout of which the TA makes no reference.

I assume that the construction of the roundabout or a contribution via a Section 106 Agreement would be required by your Authority should the development go ahead.

J2: Lows Lane/Littlewell Lane

The junction is shown to operate beyond its capacity in the 2021 base year during the morning peak hour on the Lows Lane approach arm. In the 2026 forecast year, and the forecast year plus development scenario, capacity assessment of the Lows Lane approach arm indicates that it will operate beyond its capacity during both typical peak periods. The Littlewell Lane approach marginally exceeds its operational capacity with the development in place. Capacity analysis predicts a maximum queue of some 5 vehicles. MAC proposed introduction of a ghost island right turn arrangement in order to provide some mitigation to the junction. The proposed junction improvement is shown on Drawing TA12 provided within Appendix R of the transportation assessment

J3: Quarry Hill Road/Merlin Way

Capacity assessment of this junction indicates that the Merlin Way minor approach would operate beyond its operational capacity with vehicle queues of between 6 to 21 vehicles during typical morning and evening peak hours during 2026, the forecast year. With the addition of development traffic these queues increase on the Merlin Way by 2 to 7 vehicles during peak periods. The Quarry Hill Road arm remains within its operational capacity during all modelled scenarios. It is noted from the trip distribution diagrams, that although development traffic passes through the junction no traffic actually makes any turning movements and therefore does not add to the conflicting movements at the junction.

J6: Quarry Hill Road/Little Hallam Hill

The junction is shown to currently operate beyond its capacity in the 2021 base year during both peak periods without the proposed development in place. MAC note that this junction has been identified for reconfiguration associated with the Persimmon Homes (Elke's Rise) development for some 350 dwellings off Quarry Hill Road to the south (ERE/0614/0030). MAC points out that improvement scheme was required as part of the development's Section 106 agreement which will see introduction of signal control to the junction, adding that the scheme is identified in the Derbyshire's Highways Capital Programme for 2022-23. As you are aware though, this is not the case.

To summarise, the main issues raised above are:

- New Stanton Park is now committed development
- No account of the proposed roundabout has been taken
- The signalisation of the Little Hallam Hill/Quarry Hill Road is no longer proposed
- Lack of pedestrian facilities, particularly on Ilkeston Road

The application is in outline with all matters reserved except for access. As such, the following comments relate to the proposed 2 right turn ghost islands as shown on page 115 Appendix J of the TA

The principle of adding right turn ghost islands in these locations is acceptable. However would strongly recommend the following amendments:

1. The length of the deceleration lane is drawn as 40m. this should be 40m + 10m. If kept at 40m then traffic will have to start slowing down on the main line, potentially causing rear end shunts.
2. The access should have a minimum carriageway width of 6.75 m, in order to allow for any future bus route into the site, with 2 x 2 m footways.
3. Minimum 2m wide footway required along the length of Ilkeston Road.
4. Ilkeston Road junction requires an amount of footway along Ilkeston Road to allow for a crossing point on at least 1 side of the junction, if not both. The layout shown would be dangerous for pedestrians.
5. A pedestrian refuge island should be added in the ghost markings to allow safe crossing on both Ilkeston Road and Sowbrook Road. The layout as shown will require all pedestrians to cross a wide 40mph road next to a junction which would be an extremely difficult crossing.

6. They will be required to cut down multiple trees to achieve visibility, some of those trees are council trees. That will need to be agreed and done. If any trees in the visibility splay are going to remain for any reason then the application is open to objection.

I would be obliged if you would ask the applicant to address the above issues which I will be happy to comment upon in due course. Alternatively, on an as submitted basis, the Highway Authority recommends refusal of the proposal on the following grounds:

1. The applicant has not satisfactorily demonstrated that approval of the proposed development would not have a significant impact on the operational capacity or condition of safety on the existing transportation network. For the avoidance of doubt, any further consideration of this development by the Highway Authority would require a cumulative impact assessment to be undertaken on behalf of the developer to understand the impacts of this development along with the approved New Stanton Park development, amended and additional drawings.
2. Approval of the proposal would result in the introduction of a significant number of pedestrian movements at a location where no footways provision exists requiring pedestrians and other vulnerable users to use the carriageway, increasing the potential for conflict with vehicles contrary to the best interests of highway safety.

Kind regards

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From: James Grundy <James.Grundy@erewash.gov.uk>
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Subject: ERE/0722/0038 - Land at Sowbrook Lane/Ilkeston Road, Stanton by Dale

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Afternoon Sue

I hope all is well with you. Regarding the above application, please could you give me an indication of when you hope to provide comments? We're hoping to take it to committee in October, so I'm starting work on the report now.

The proposed access details take a bit of finding – they're in the transport assessment at appendix J.

Thanks
James

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