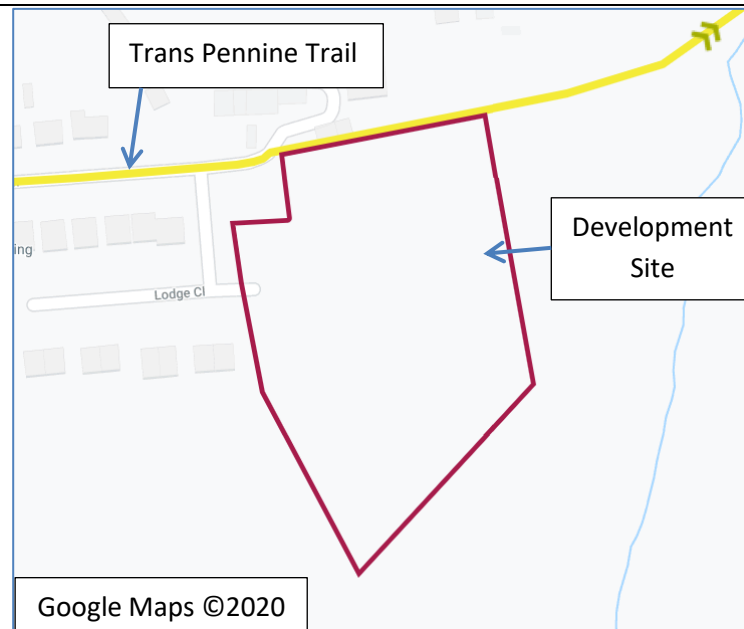




Planning Application Response

Local Authority:	Chesterfield Borough Council
Detail:	Residential development of 31 affordable dwellings with associated access, parking and landscaping. Land to the east of Lodge Close Brimington Chesterfield S43 1PB
Planning Ref:	CHE/19/00771/FUL
Closing Date:	25 th January 2020
Response to:	Planning@Chesterfield.gov.uk
Submitted by	Mandy Loach – Trans Pennine Trail Officer
Date:	16 th January 2020
Summary	<p>This application covers the development of 31 affordable dwellings to the east of Lodge Close, Brimington.</p> <p>This development is adjacent to the Trans Pennine Trail but is not referenced anywhere within the documentation.</p> <p>The Trans Pennine Trail cannot support this development until the recommended changes in the Design & Access statement and Transport Statement are addressed and the national Trans Pennine Trail recognised throughout the application as a directly connecting sustainable transport route.</p>
Detailed Information:	The map below indicates the alignment of the Trans Pennine Trail in relation to the proposed development site. At this point the Trail is multi-use for walkers, cyclists and horse riders:



As evidenced on the above plan, the national Trans Pennine Trail runs adjacent to the north of the proposed development site but is not highlighted as a major sustainable transport route within the application. At this location the Trail is full multi-use (walkers, cyclists and horse riders).

There is no reference to the impact on Trans Pennine Trail during construction in terms of noise and dust pollution. Should a diversion be required during the construction period, this is the responsibility of the developer who should ensure a diversion alignment is approved by all stakeholders and signed accordingly.

Will the site boundary with the Trans Pennine Trail be impacted following these works?

This development will provide new residents with the opportunity of using the Trans Pennine Trail but this has not been acknowledged within any of the documentation.

The Trail surface running east from the development is on a downhill incline and suffers from erosion. It is recommended that a contribution from the development is utilised to provide a resurfacing scheme for this section of the Trail. Funding could also include installation of accessible furniture to enable residents using the Trail to have resting places for those less able users.

The residential properties should provide charging points for electric vehicles.

Design & Access Statement:

2.1	The Trans Pennine Trail should also be indicated on the location plan to highlight its close proximity to the site.
2.2	It is noted the site is classed as open countryside but has also been noted as suitable for provision of housing. Clarification is sought as to the classification of the development site.
2.3	Can the existing footpath through the site be upgraded to cycleway to provide a direct connection to the Trans Pennine Trail?
2.6	There is no reference to sustainable transport routes or Trans Pennine Trail as part of this assessment. The developers should include this element to evidence commitment to sustainable transport.
3.1	There is no reference to the direct location of the Trans Pennine Trail to the north of the site or confirmation that the green buffer/ natural screening will not have an impact on the Trail.
5.1	There is no indication that sustainable transport will be included within the site – only 2m pavements.
6.3.1	This section has been numbered incorrectly – should be 6.1.1 The national Trans Pennine Trail route runs directly to the north of the site but yet is not included in this section for walking and cycling. This should be addressed by the developers.
6.3	Should include a note on sustainable transport facilities within the site.
7.1	Section notes car and cycle parking but the information does not include reference to cycle parking.

Transport Statement:

2.2.2	The site is also boarded to the north by the Trans Pennine Trail and this should be included within the statement.
2.3.3	There is no indication of cycle facilities throughout the site.
3.1.3	Despite this statement there is still no

	reference to the Trans Pennine Trail.
3.2	Access by Foot – again, no reference to the close proximity of the national Trans Pennine Trail.
3.3	Access by Cycle – again, no reference to the Trans Pennine Trail.
3.3.3	The 'local cycle route' is actually the national Trans Pennine Trail, offering over 370 miles of route.
3.3.5	The site can be accessed directly from the Trans Pennine Trail but yet the residential development offers no cycling provision for ease of connection for residents.
3.6.2	The point indicates that the site is accessible by cycle but again does not reference the direct location of the Trans Pennine Trail and therefore the cycle facilities that should be included within this development.
5.1.2	The conclusions noted have no reference to cycling provision.
Plans	None of the plans include the alignment of the Trans Pennine Trail.