

# Hearing Statement Paul Roe (5781)

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Garden Cottage, Snitterton, Matlock, Derbyshire, DE4 2JG

Matter 10: Strategic Allocations and Settlement Boundaries - Matlock

Derbyshire Dales

Local Plan Examination

## **Cawdor Quarry**

### ***1. Is the allocation justified having regard to the highway network constraints?***

Cawdor Quarry was given permission for development of 432 units, some B1 employment space and associated works in 2010. In addition, Halldale Quarry has been given permission for 220 units.

Whilst the road from Matlock to Cawdor and Halldale quarries has been improved with the creation of Matlock Spa Road, there has been no change to country lanes that lie to the west of the quarries.

During examination of the previous local plan in 2005, the inspector referred to these roads as “Essentially a country lane”. These roads have not changed and still are just a country lane and they also form the border of the Peak District National Park and Policy S8 is clear that that sites of Environmental Value should be protected. In my mind this also extends to the protection of the National Park and its Boundary from excessive traffic.

The Local Plan now also allocates the former Permanite site at Cawdor Quarry for additional 50 units. I believe that combined with Halldale and the existing agreed allocations for Cawdor Quarry that any additional allocation beyond the 50 units on the former Permanite site would be in breach of Policy S8 as due to “Peak Spreading” a significant amount of traffic would travel along the National Park Boundary and through the National Park to the west of Cawdor Quarry. So in summary I feel that the allocation is justified, however there should be no additional allocation.

### ***2. What measures, including new infrastructure, can be put in place to mitigate any adverse highway impacts?***

Adverse effects can be mitigated by ensuring that no further development is allowed above and beyond the existing proposed allocations and by design of highway junctions to ensure that the National Park and its boundary to the west are protected in accordance with policy S8.

In addition, Matlock Spa Road should “sweep” into the entrance to Halldale Quarry and the existing road to the west should be a “T” junction off this road at an Acute Angle to discourage drivers from turning west towards the National Park. See appendix B.

An alternative option is the re-opening on the existing Snitterton Road at its junction with Salters Lane, and Halldale Quarry having exclusive access to the original Snitterton Road so that all traffic has to exit the site via the Matlock end of Snitterton Road. The road can easily be widened near to the quarry, it now has traffic signals installed at the Matlock end, and there is now residence parking at the Matlock end so the hill could be kept clear of parking traffic. This approach would also help relieve some of the traffic volumes on the Cawdor Way/ Derwent Way Junction. See appendix C.

Another option would be to open up the original Snitterton Road at its junction with Salters Lane, then make this section of Snitterton Road have exclusive access to Halldale Quarry. And make the Road to the Hamlet of Snitterton a “T” off this road.

This proposal has a number of advantages,

- a) Traffic from Cawdor Quarry will not be able to exit to the west and will have to travel into Matlock and onto the new relief road.
- b) The top of Matlock Spa Road could be used for additional development.
- c) The traffic through the Peak Park (from the west of Cawdor Quarry) will be reduced as it increased significantly when Matlock Spa Road was opened and Sainsbury was built.
- d) The traffic from Halldale and Cawdor will be split across 2 junctions at Matlock and should reduce the traffic on the Derwent way junctions.

The original Snitterton Road used to be a problem with residence parking on the hill at the Matlock end, however this has been improved with the building of a residence car park. In addition, the actual junction has also had traffic lights installed to regulate the flow of traffic.

One final option that could be considered is a one-way system within Cawdor Quarry, so that traffic exits the site at from the road nearest to Matlock, as traffic enters the site from the road furthest away from Matlock.

*3. How can the accessibility of the site from the town be improved?*

By careful redesign of the junction at the bottom of Matlock Spa road, so that it is not a “T” junction off Cawdor Way, and making the access to Sainsbury a “T” junction off Matlock Spa Road. This will give Matlock Spa road users priority over Sainsbury customers and should remove the desire for residents to travel west towards the and through the National Park. See appendix A.

*4. Is the site deliverable in the timescales envisaged by the SHELAA having regard to constraints, infrastructure and viability?*

There is no reason why the site cannot be delivered, the initial infrastructure works and existing Sainsbury development within the quarry were completed many years ago in a relative short length of time. The current owners of Cawdor Quarry seem to be delaying for no other reason other than to maximise profits.

*5. In particular, what are the implications for deliverability of contamination, quarry faces, stability and the mineral resource?*

Reports from various previous applications for the development of Cawdor Quarry as far back as 1999 have found no contamination above and beyond what you would expect from a disused quarry. The main issue is lack of soil. In fact, the Scott Wilson Kilpatrick report of 1999 identified that most of the waste within Cawdor Quarry was lime stone of granular nature that could be screened and processed and be used as infill for the development and would save the developers having to bring more material onto the site.

A solution for the Quarry faces already exists and has been used at the Sainsbury development.

*6. Should the size and scope of the allocation be increased ensure that the site comes forward?*

It is not possible to increase the size and scope of the development, without increasing the density of the development. This is due to the fact that the river lies mainly to the North, Matlock to the East, Halldale Quarry to the south and the National Park to the west. There is also a requirement to retain a

“buffer” between the development and the national park to the west. The only other available option would be to build in the flood plain to the north.

The Land to the west that forms part of the “buffer zone” was considered for inclusion in the Local Plan but was rejected and received one the worst rating for inclusion in the plan.

There has been significant consultation and the following parties have stated that the development should not extend to the fields in the west.

Derby and Derbyshire, Development Control Archeologist

Historic England

South Darley Parish Council

Matlock Town Council

Peak District National Park

CPRE

Matlock Civic Association

The delay on the site “coming forward” appears to be of the developers own making, and hence additional allocation is unlikely to alter the speed at which the development takes place.

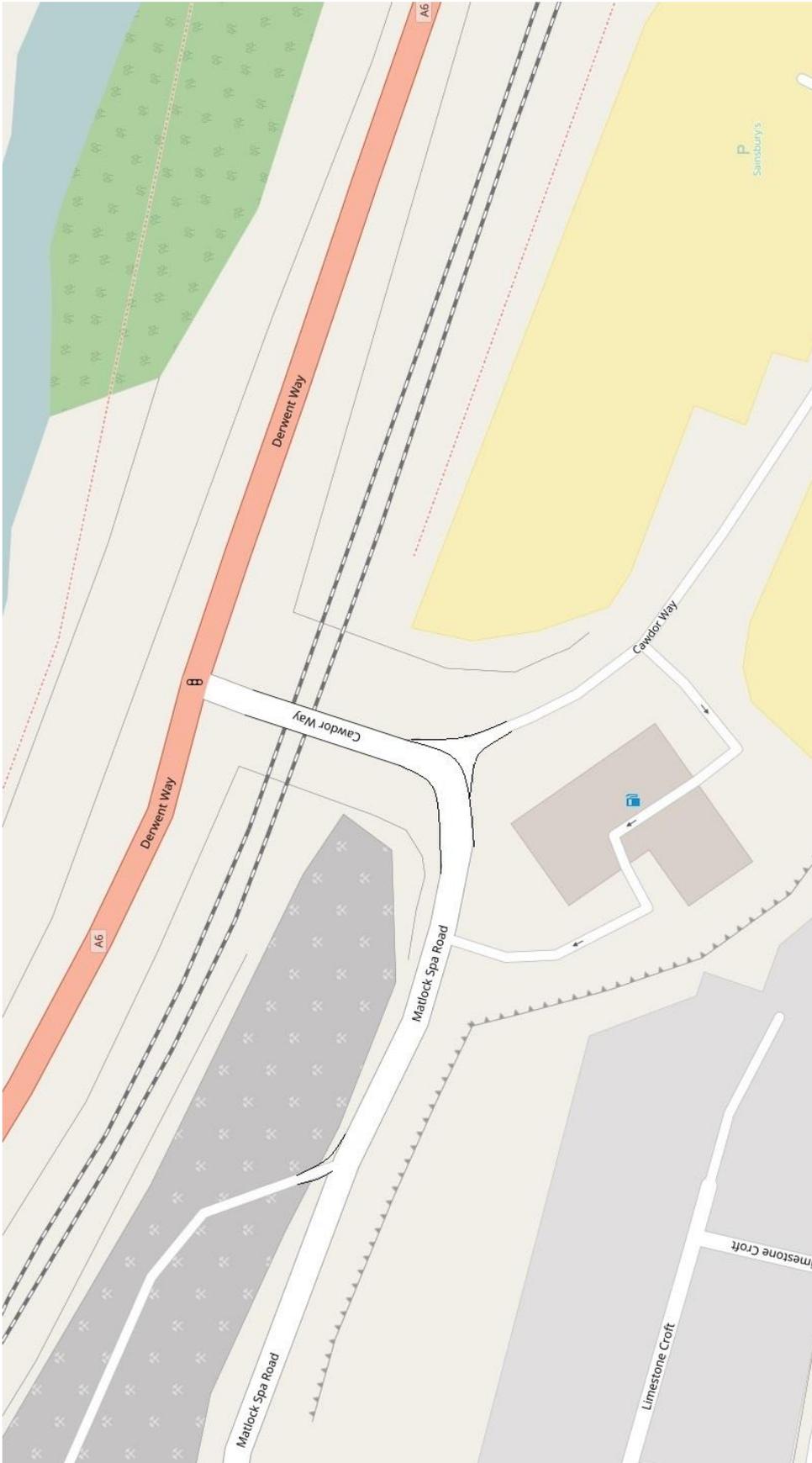
In addition, the existing land owner has already been allowed to increase the scope with the addition of the Lime Stone Croft development and the development at the top of Matlock Spa Road that the land owner has decided not to proceed with. However if the road layout that I propose in Appendix D was adopted there would be additional room for the developer to build more houses at the top of Matlock Spa Road.

*7. Is the settlement boundary for Matlock justified?*

The existing settlement boundary can only realistically be extended in the North and East, as Matlock Bath limits extension so the south and the Buffer Zone with the National Park Limits extension to the West.

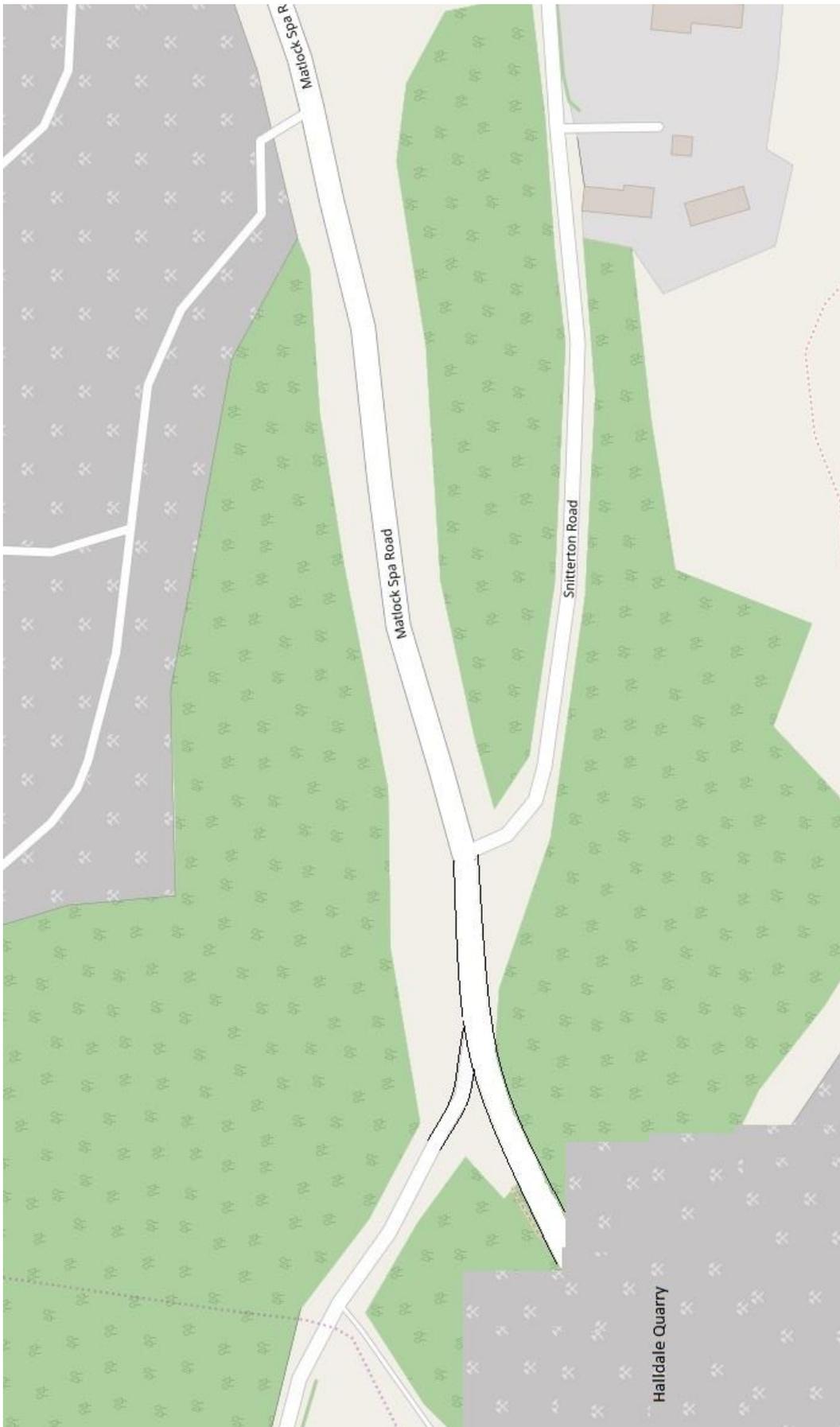
Appendix A

Proposed junction improvements at east end of Matlock Spa Road



Appendix B

Proposed junction improvements for Halldale Quarry Access



Appendix C

Proposed junction improvements for Halldale Quarry Access

