
REPORT TO:	ENVIRONMENTAL AND DEVELOPMENT SERVICES COMMITTEE	AGENDA ITEM: 12
DATE OF MEETING:	23 AUGUST 2007	CATEGORY: DELEGATED
REPORT FROM:	DEPUTY CHIEF EXECUTIVE	OPEN PARAGRAPH NO:
MEMBERS' CONTACT POINT:	RICHARD GROVES	DOC:
SUBJECT:	LONG HORSE BRIDGE ACCESS LINK	REF: u:/Richard/Committees/EDS13
WARD(S) AFFECTED:	SHARDLOW, ELVASTON	TERMS OF REFERENCE: EDS15

1.0 Recommendations

1.1 It is recommended that Finance and Management Committee be requested to approve the sale of part of the public car park at Wilne Lane, Shardlow (as shown on the plan at Annexe B), to Derbyshire County Council to enable the development of a section of a multi-user route, subject to appropriate conditions being attached to any planning consent and to the agreement to sell the land to ensure that the comments set out in para.s 4.5 and 4.6 of this report are satisfactorily addressed.

2.0 Purpose of Report

2.1 To seek Committee approval for the submission of a request to Finance and Management Committee to approve the sale to Derbyshire County Council of part of the District Council-owned public car park at Wilne Lane, Shardlow to enable the development of part of a multi-user route linking Wilne Lane to the proposed replacement Long Horse Bridge.

3.0 Executive Summary

3.1 The report explains a proposal by Derbyshire County Council to develop a multi-user trail involving the purchase by that authority of land forming part of the public car park at Wilne Lane, Shardlow, which is currently in District Council ownership. It sets out the details of the proposal and concludes that Finance and Management Committee should be requested to approve the sale of the land subject to conditions.

4.0 Detail

4.1 The proposal would form part of a multi-user route for walkers, cyclists and horse riders, referred to by the County Council as a "greenway". The route would pass through what is currently part of the Council car park, then skirt the edge of a field to the north of the car park before turning east to run parallel with the Trent and Mersey Canal towing path to connect with the new bridge. The proposed alignment is shown on the plan attached at Annexe A.

4.2 It is intended that the route should eventually connect to a multi-user link between Shardlow and Derby City, as identified in the County Council's "South Derbyshire Greenway Strategy".

- 4.3 The area of land that the County Council wishes to purchase is shown on the plan at Annexe B. It measures 5 metres in width and represents an area of some 396 square metres in total, or approximately 18 percent of the total existing car park area. The County Council has indicated that it would erect parallel fencing to clearly mark the boundary between the path and the remaining area of the car park. There would be access controls on Wilne Lane and an access off the car park for occasional bridge inspection and maintenance.
- 4.4 For the duration of the works, which are expected to last up to six months, the contractors would require plant access across and through the car park. It is understood that it would be possible for the car park to remain open for use during construction, although with reduced capacity, if marshalled properly by the contractor. This would also enable the recycling facility that occupies part of the western end of the car park to remain open and the retention of space for a number of vehicles to park.
- 4.5 In accordance with the established protocol for the disposal of Council-owned land consultation with relevant parties has been undertaken. Councillor Coyle and Shardlow and Great Wilne Parish Council both request that the following issues be addressed before work starts:
- That written evidence be provided by the Environment Agency that they are satisfied that this undertaking is not going to affect the flood flows in an adverse way and that Cow Way drain is not impeded. The Agency was most concerned about temporary storage buns proposed in connection with a planning application for gravel extraction that was to be in the same line as this route and required considerable gaps to be left for flood flow.
 - That details of methods of construction and proposed vehicular movements be made available.
 - Any damage to Wilne Lane should be reinstated. Possible resurfacing of the road and the pavement would be needed.
 - That any damage incurred along the route be reinstated without delay.
 - That the car park be resurfaced with similar to existing material and the soakaway in the South East corner improved.
 - The green waste bin should be repositioned alongside the recycling bins at the pedestrian end and the "salt box" similarly at the other end, alongside the vehicular access.
 - Further waste bins and dog waste bins should be provided by the County Council and emptied on a regular basis at County Council expense. Positions to be agreed.
 - Trees to be planted on the island to improve screening and the visual aspect.
- 4.6 The Council's Waste and Cleansing Manager, as the budget holder for car parks maintenance, supports the comments of the Parish Council in regard to the surfacing of the car park and also requests the following:

- A gap should be left in the proposed fence to allow pedestrian access to the recycling centre from the existing entrance to Wilne Lane at the north west corner of the car park.
- The County Council should make any necessary adjustments to ensure cyclist/pedestrian safety at the existing pedestrian access to Wilne Lane.
- The kerb stones along the northern boundary of the car park should be moved to the south of the new fence line to protect it against potential damage from cars and for the same reason it is suggested that the cycle path be raised above the level of the car park.
- The County Council should take on responsibility for cutting the hedge along the northern boundary of the site.
- Maintenance of the path and the new fence will be the responsibility of the County Council.
- The size of an existing "island" of vegetation in the middle of the car park should be adjusted to enable vehicles to continue to drive all the way around it when accessing the recycling centre.
- It is important to emphasise the importance of maintaining access to the recycling facilities both for the public and for collection, servicing and maintenance purposes throughout the duration of the works and also on completion of the works.

5.0 Financial Implications

- 5.1 As the proposal involves a Council property holding it will be necessary to take a further report to the Finance and Management Committee setting out the financial consideration and requesting their approval for the sale of the land. Should this Committee approve the disposal of the land from a service user point of view, Property Services would be responsible for the negotiation of terms with Derbyshire County Council's Estates Department prior to consideration by Finance and Management Committee.
- 5.2 In regard to the use of part of the car park during construction, the contractor would be expected to keep the site secure and safe at all times and would be responsible for indemnifying the Council against any actions, claims or omissions are made as a result of any use of the site.
- 5.3 Should the Council not wish to dispose of the land Derbyshire County Council has made provision for the compulsory purchase of the land along the entire route from Long Horse Bridge to Wilne Lane. However, the County Council would prefer that agreement be reached amicably.

6.0 Corporate Implications

- 6.1 The proposal is consistent with the following themes of the Council's Corporate Plan:
- "Safer and Healthier Communities" in that the route will expand opportunities for walking
 - "Rural South Derbyshire" in that the proposal will improve rural transport
 - "Prosperity For All" insofar as the facility will expand South Derbyshire's tourism offer

7.0 Community Implications

- 7.1 The proposal is consistent with the following themes of the Community Strategy:

- “Safe Communities” insofar as an off-highway route will be provided for walkers, cyclists and horse riders thus reducing the potential for road accidents
- “Healthy Communities” in that the proposal will provide opportunities for healthy activity
- “A Sustainable Environment” in that the proposal will enable travel by non-motorised means
- “A Vibrant Economy” in that the facility will expand South Derbyshire’s tourism offer

8.0 Conclusions

8.1 Although it would result in an overall reduction in available parking spaces it is considered that this loss would be outweighed by the benefits of securing improved opportunities for non-motorised access and recreation, which may in themselves reduce the need for car parking provision to a degree.

8.2 The proposed development will require planning consent from the County Council and most of the land-use related matters set out in para.s 4.5 and 4.6 could be addressed through the application process. Other aspects of the proposal would need to be dealt with as part of an agreement for the sale of the land and in providing authorisation for the temporary use of part of the remaining car park by contractors. These would both be matters for consideration by Finance and Management Committee.

9.0 Background Papers

Letter	Derbyshire County Council 2007
South Derbyshire Cycling Strategy	South Derbyshire District Council 2001
South Derbyshire Greenways Strategy	Derbyshire County Council 2006