

Environment Directorate,  
Planning Department,  
High Peak Borough Council,  
Buxton Town Hall,  
Market Place,  
Buxton,  
Derbyshire,  
SK17 6EL.

26th July 2016.

**F.A.O Karen Taylor**

**Application ref: - HPK/2016/0217**

**Application for approval of reserved matters following outline approval and Discharge of Conditions 3, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17 & 18 relating to HPK/2014/0210 at 129 Castle House Manchester Road, Chapel-En-Le-Frith**

Dear Karen,

Further to recent receipt of the consultee responses for the above. We wish to submit the following revised drawings : -

**Geoff Perry Associates Drawings : -**

A654 – 01 – Rev P – Planning Layout  
A654 – 02 – Rev C – Facing Materials Plan  
A654 – 03 – Rev B – Boundary Treatment Plan  
A654 – 06 – Rev B – Parking Matrix  
A654 – 09 – Rev B – Refuse Plan  
A654 – 010 – Rev B – Occupancy Plan  
A654 – 011 – Rev B – Tenure Plan  
A654 – 073 – Rev A – Adoptable Areas Plan  
A654 – 029 – Rev A – House Type LT52 Elevations  
A654 – 022 – Rev A – House Type LT52 Plans  
A654 – 08 – Rev M – Street Scenes  
A654 – NA – Rev B – Design and Access Statement

**BSP Consulting Drawings : -**

15041 / SK006 Rev A Proposed Auto Tracking Layout Pantechnicon  
15041 / SK007 Rev A Proposed Auto Tracking Layout Refuse Vehicle

The layout has been amended to take into account Planning and Highways comments as follows: -

- All parking has been checked to ensure minimum sizes are adhered to 2.5m x 5.5m.  
This is compliant with the High peak Local Plan Appendix 8 Parking Guidance.



- Parking provision has been revised to ensure all 1 bed units have 1.5 spaces, all 2 bed units have 1.5 spaces, all 3 bed units have 2 spaces and all 4 bed dwellings have 3 spaces per unit. This is compliant with the High peak Local Plan Appendix 8 Parking Guidance.
- All units with garages (either detached or integral) are considered large enough, (6m x 3m minimum internally), to store bikes at the rear. The affordable apartments have internal stores of sufficient size to allow for cycles. The affordable houses will have a communal bike store.
- Highways have suggested a preference for bends in lieu of the un marked junctions on adoptable roads between plots numbers 8/47 and 29/44. Our preference is to retain the unmarked junctions as proposed in preference to replacing these with bends with a 17m forward visibility as proposed by highways. Our layout is compliant with the 6C's guidance and with the MfS's for the following reasons:-
  - Our proposal complies with 6C's design guidance (Section 3.28 and Table DG5) and the internal junctions are all regular T-junctions with radii at 6m or larger which conforms to the requirements
  - Our proposal is also compliant with the Manual for Streets which states the following with regards to junction priority (ref 9.3.9) *Some schemes, primarily on lower volume roads, feature unmarked junctions that require drivers to 'negotiate' their way through, with the aim of controlling speeds (Fig. 9.5). At UK residential sites studied in the preparation of MfS, unmarked junctions performed well in terms of casualties. There was, however, evidence of higher vehicle approach speeds compared with marked junctions. This may indicate an intention by drivers to slow down only when another vehicle is present. For unmarked junctions, it is recommended that the geometry on junction approaches encourages appropriate speeds.*
- A swept path analysis has been produced and demonstrates that the layout can be manoeuvred by a refuse/pantechnicon vehicles (attached drawing (BSP ref 15041-SK006.A and 15041-SK007.A) providing evidence of vehicle tracking)
- Highways have suggested replace the proposed adoptable road in front of plots 9 -18, in favour of a private drive. We have amended the layout remove this area of the highway from adoption. This will become a private shared drive maintained by Peaks and Plains Housing Association.

An increased / widened area of landscaping has been included in front of plots 41-43 to separate the private drive from adjacent footpath link to the north, thus defining pedestrian and vehicular realms

- Shared bin collection point has been shown for affordable plots 9-18, immediately adjacent to the adoptable road.
- In line with the request of the Parish Council the chimney to house type LT52 (plots 5, 27, 29, 30, and 44) has been omitted from our proposals.



We trust the attached are satisfactory and that the drawings may be substituted into the application, however should you have any comments or queries please don't hesitate to contact us.

Yours sincerely

**David Potter**

For and behalf of Geoff Perry Associates Ltd

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