
From: Stannard, James
Sent: 24 September 2018 11:58
To: Planning Comments (HPBC)
Subject: HPK/2018/0272 - Updated Highways Comments

From: Ian Turkington (Economy Transport and Environment) [<mailto:Ian.Turkington@derbyshire.gov.uk>]
Sent: 24 September 2018 09:46
To: Stannard, James
Subject: Planning application references HPK/2018/0178, HPK/2018/0191 and HPK/2018/0272 - Samas Roneo site, Glossop Road, Gamesley

Dear James,

Planning application references HPK/2018/0178, HPK/2018/0191 and HPK/2018/0272

Application reference HPK/2018/0272

A revised site boundary treatment plan has been submitted – Drg No 1101-A-122 Rev A – this shows a completely different ‘red / blue’ application site boundary to the other 2 planning applications relating to this site (and referred to above). The ‘blue’ adjoining land controlled by the applicant appears to include an additional triangular section of land, to accommodate the construction of the revised access. See sketch extract below



The boundary also appears to be in a different position in relation to the proposed access road (there appears to be a larger margin on the western side of the road compared to other plans).

The triangular piece of land therefore doesn't form part of any 'red' outline in any of the applications associated with this or the adjoining site. I would therefore question whether this is acceptable to your Authority, particularly in light of my comments above.

Design considerations

Consider provision of the following at each residence, in consultation with the local planning authority:

- Secure and accessible cycle storage.
- Infrastructure to enable high speed broadband connection at each residence.
- Infrastructure to enable the provision of electric vehicle charging points, either (i) as an option for new home owners, or (ii) for later installation by others.

6.3 Target indicators

6.3.1 Noted. Whilst acknowledging the framework nature of the document, an SOV (single occupancy vehicle) target reduction figure should be included. The recommendation is a 10% gross reduction in SOV over the five year monitoring lifetime of the plan. Using the figures given, the SOV target is therefore 33.81%, i.e.:

(Driving a car or van 53.18% – passenger in car or van 8.37%) – 10%.

$44.81 - 10\% = 33.81\%$.

Actual figures will be determined by the results of the initial residential travel survey.

7.1 Development of a full Travel Plan

7.1.1 See 7.1.2 below re timing of baseline survey.

7.1.2 The initial baseline residential travel survey should be undertaken upon occupation of each dwelling. Upon completion of 50 surveys*, the results should be presented to both the LPA and Derbyshire County Council in the form of a monitoring report.

* Or within six months of initial residential occupation, whichever is the sooner.

7.2 Travel Plan coordinator

7.2.1 The name and contact details of the Travel Plan coordinator should be provided to both the Local Planning Authority and Derbyshire County Council at least one month prior to first residential occupation.

7.2.2 The duties of the Travel Plan coordinator should include the provision of personalised travel planning for all new households upon occupation.

7.3 Monitoring and evaluation

7.3.1 Travel Plan monitoring should take the form of a full residents travel survey undertaken annually, followed by the submission of a monitoring report to Derbyshire County Council and the LPA.

This cycle of surveys and monitoring reports should continue for five years, or for at least one year following full residential occupation, whichever is the latter.

8 Travel Plan measures

The travel welcome pack should include (but not be limited to) the following:

Public transport

- www.derbybus.info/ for timetable and route maps for bus services throughout Derbyshire.

- www.nationalrail.co.uk for all rail services.

Journey Planning

- www.travelineeastmidlands.co.uk for all mode journey planning.

Cycle information

- www.derbyshire.gov.uk/leisure/countryside/access/cycling/default.asp for cycling information throughout Derbyshire, including the Cycle Derbyshire map.

Other useful cycle related websites:

- www.sustrans.org for details of the National Cycle Network.
- www.lovetoride.net for cycling rewards and incentives.
- <http://bikeweek.org.uk/> for details of the national cycling focus week.

Walking

- <https://www.derbyshire.gov.uk/leisure/countryside/access/walking/default.asp> for walking information throughout Derbyshire.

8.5 Public Transport measures

The developer is encouraged to negotiate with local bus operators to offer 'taster tickets' or similar discounts for public transport use. The primary operator in Glossop is Stagecoach. Contact:

Ben Jarvis, Commercial Director Stagecoach Manchester.ben.jarvis@stagecoachbus.com

Other operators of local services include:

High Peak. Contact: Keith Myatt – High Peak and Midland Classic buses. keith.myatt@centrebus.co.uk.

Stotts Tours: 142 Lees Road, Oldham OL4 1HT. 0161 624 4200.

Nb. Taster tickets should be valid for a minimum of one week's commuter journeys on the selected operator's services.

9.2 Marketing materials

9.2.2 Consideration should be given to the establishment of:

- A site based website, detailing all travel options for all existing and potential residents.
- A social media presence, e.g. Facebook page or twitter account, to facilitate prompt communication between the Travel Plan coordinator and residents.

10.3 Reviews

10.3.1. See item 7.3.1 above, i.e.: Travel Plan monitoring should take the form of a full residents travel survey undertaken annually, followed by the submission of a monitoring report to Derbyshire County Council and the LPA.

This cycle of surveys and monitoring reports should continue for five years, or for at least one year following full residential occupation, whichever is the latter.

Other considerations:

(i) Residents group

Dependent upon interest and demand, consideration should be given to the establishment of any or all of: (i) a residents group, (ii) a walking group, (iii) a BUG (bicycle user group) or (iv) a dedicated travel plan group. It is to this group (whichever is established or most pro-active) that responsibility for the Travel Plan should be passed beyond the initial monitoring period

(ii) Travel Plan as a working document

The Travel Plan is a working document, and should not be seen as exhaustive. It will be subject to change in the light of progression and completion of the development, results of actions undertaken, and responsive to results of future travel surveys.

(iii) Travel Plan Monitoring

Derbyshire County Council is now able to offer an online toolkit known as STARSFor, <https://starsfor.org/> for the purposes of Travel Plan monitoring. This is available for a fee payable to Derbyshire County Council, and enables the user to input monitoring data and track modal shift. This replaces any other travel plan monitoring fee that may be charged. Should this be of interest, please contact the Derbyshire County Council Sustainable Travel Team: sustainable.travel@derbyshire.gov.uk . Alternatively the Highway Authority would wish to include secure funding in a section 106 Agreement for the monitoring of the Travel Plan over the initial 5 year period. The funding required for this would be £500 per year for 5 years (£2500 total).

Whilst the applicant has addressed the majority of highway issues previously raised there are still some elements that remain. However, these are relatively minor in nature and would not be sufficient to refuse the application on highway safety grounds alone (however, it may be sufficient to prejudice adoption if the turning arrangements cannot be addressed).

In addition there is, as highlighted above, a potential issue regarding the application site boundaries with this and the adjoining application site. Providing this can be resolved to the satisfaction of your Authority and the proposals are otherwise acceptable in planning terms it is unlikely the highway authority would be in a position to raise a sustainable objection in principle to the application proposals. On this basis the following conditions should be appended to any consent in the interests of highway safety:-

Conditions

1. No development exceeding demolition or site clearance shall take place until a construction management plan or construction method statement has been submitted to and been approved in writing by the Local Planning Authority. The approved plan/statement shall be adhered to throughout the construction period. The statement shall provide for:
 - a. Parking of vehicles of site operatives and visitors
 - b. routes for construction traffic
 - c. hours of operation
 - d. method of prevention of debris being carried onto highway
 - e. pedestrian and cyclist protection
 - f. proposed temporary traffic restrictions
 - g. arrangements for turning vehicles
 - h. Roadside hoarding and construction access arrangements
 - i. Storage of plant and materials associated with construction activities
2. Notwithstanding the information already submitted, prior to any works exceeding demolition or site clearance taking place on site, revised arrangements shall be submitted to the Local Planning Authority in relation to the estate street turning facilities for refuse / service vehicles. The turning areas should be designed to accommodate the appropriate turning manoeuvre for the vehicle entirely within the street limits. The scheme shall thereafter be laid out in accordance with the approved details.

3. Prior to any works exceeding demolition or site clearance taking place details of the following matters shall be submitted to the Local Planning for approval:-
 - a. location of pedestrian crossing points and associated crossing infrastructure to assist pedestrians crossing Glossop Road, together with a timetable for its implementation.
 - b. any excavations within 5m of the public highway, including any details of temporary support to ensure the integrity of the public highway is maintained during and after the works take place.
 - c. details of cycle connections from the site to existing cycle infrastructure in the vicinity, together with a timetable for their implementation.
4. No development exceeding demolition or site clearance shall be commenced until a Development Phasing and Completion Plan has been submitted to and approved in writing by the Local Planning Authority. The Development Phasing and Completion Plan shall set out the development phases and the standards that estate streets serving each phase of the development will be completed to.
5. Access to the site (except for plots 119-122) shall be via the new access created to Glossop Road under application references HPK/2014/0665, HPK/2018/0178 and HPK/2018/0191. The access shall be laid out and constructed in accordance with the approved drawings prior to any residential occupancy of the site deriving access via this route.
6. The access serving plots 119 -122 shall be laid out generally in accordance with drawing no SK-003 and be fully constructed as may be agreed with the Local Planning Authority, prior to any residential occupancy of the dwellings it serves. The access shall be provided with visibility sightlines of 2.4m x 59m to the east and 2.4m x 53m to the west, the area in advance of the sightlines remaining free from any obstructions to visibility over 600mm high, relative to the adjoining nearside carriageway edge and thereafter maintained in this condition for the life of the development.
7. Any vehicular or pedestrian accesses made redundant by the development proposals shall be permanently closed and the highway margin reinstated with full height kerbs and verge or footway construction within 21 days of the permanent access arrangements being in place, or other such timescale as may be agreed with the Local Planning Authority.
8. The carriageways of the proposed estate roads shall be constructed up to and including at least road base level, prior to the commencement of the erection of any dwelling intended to take access from that road. The carriageways and footways shall be constructed up to and including binder course surfacing to ensure that each dwelling prior to occupation has a properly consolidated and surfaced carriageway and footway, between the dwelling and the existing highway. Until final surfacing is completed, the footway base course shall be provided in a manner to avoid any upstands to gullies, covers, kerbs or other such obstructions within or abutting the footway. The carriageways, footways and footpaths in front of each dwelling shall be completed with final surface course within twelve months (or three months in the case of a shared surface road) from the occupation of such dwelling, unless otherwise agreed in writing by the Local Planning Authority.
9. No dwelling shall be occupied until space has been provided within the site curtilage / plot for the parking of residents and visitors vehicles associated with that dwelling, all to be laid out in accordance with the approved drawings and constructed as may be agreed in writing by the Local Planning Authority. The facilities shall be retained throughout the life of the development free from any impediment to their designated use, for the parking of motor vehicles, at all times.
10. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order (or any Order revoking and/or re-enacting that Order) the garages hereby permitted shall be retained as such and shall not be used for any purpose other than the garaging of private motor vehicles associated with the residential occupation of the property without the grant of further specific planning permission from the Local Planning Authority.
11. No dwelling shall be occupied until details of secure cycle parking facilities for the occupants of, and visitors to, the development hereby approved have been submitted to and approved in writing by the Local Planning Authority. These facilities shall be fully implemented and made available for use

prior to the occupation of the development hereby permitted and shall thereafter be retained for use at all times.

12. No gates or other barriers, including any part of their opening arc, shall be permitted to open out over public highway areas. Gates should open inwards only or should be set back an appropriate distance within the site to accommodate.
13. The proposed property access drives shall be no steeper than 1 in 10 for the first 5m from the nearside highway boundary and shall be provided with sufficient vertical curvature to prevent the grounding of vehicles when traversing to and from the street.
14. Prior to any works exceeding damp proof course, on any plot within the development, details of the proposed arrangements for future management and maintenance of the proposed streets within the development shall be submitted to and approved in writing by the local planning authority. The streets shall thereafter be maintained in accordance with the approved management and maintenance details.
15. A revised residential Travel Plan shall be submitted to the Local Planning Authority for written approval. The Approved Travel Plan shall be implemented in accordance with the timescales specified therein, to include those parts identified as being implemented prior to occupation and following occupation, unless alternative timescales are agreed in writing with the Local Planning Authority. The Approved Travel Plan shall be monitored and reviewed in accordance with the agreed Travel Plan targets.
16. No external lighting shall be erected on the properties fronting Glossop Road without details first being agreed with the Local Planning Authority. Precise details of the intensity, direction, spread of luminance and shielding of light sources (so as to minimise the risk of drivers on the public highway being dazzled), shall be submitted to and approved in writing by the Local Planning Authority, the lighting thereafter being maintained in accordance with the approved scheme.

Section 106 content

The Owners shall submit a Travel Plan to the Council in connection with the Development and shall pay £2500 towards the Council's cost of approval and monitoring of any travel plan. Such payment to be made after the Council have approved the travel plan and prior to the date of first occupation of any dwelling forming part of the development.

Advisory Notes

- a. Pursuant to Section 38 and the Advance Payments Code of the Highways Act 1980, the proposed new estate roads should be laid out and constructed to adoptable standards and financially secured. Advice regarding the technical, financial, legal and administrative processes involved in achieving adoption of new residential roads may be obtained from the Strategic Director Economy, Transport and Environment at County Hall, Matlock (telephone: 01629 580000 and ask for the Development Control Implementation Officer - North).
- b. Pursuant to Sections 149 and 151 of the Highways Act 1980, steps shall be taken to ensure that mud or other extraneous material is not carried out of the site and deposited on the public highway. Should such deposits occur, it is the applicant's responsibility to ensure that all reasonable steps (e.g. street sweeping) are taken to maintain the roads in the vicinity of the site to a satisfactory level of cleanliness.
- c. Pursuant to Section 163 of the Highways Act 1980, where the site curtilage slopes down towards the public highway, measures shall be taken to ensure that surface water run-off from within the site is not permitted to discharge across the footway margin. This usually takes the form of a dish channel or gully laid across the access immediately behind the back edge of the highway, discharging to a drain or soakaway within the site.

- d. Pursuant to Sections 219/220 of the Highways Act 1980, relating to the Advance Payments Code, where development takes place fronting new estate streets the Highway Authority is obliged to serve notice on the developer, under the provisions of the Act, to financially secure the cost of bringing up the estate streets up to adoptable standards at some future date. This takes the form of a cash deposit equal to the calculated construction costs and may be held indefinitely. The developer normally discharges his obligations under this Act by producing a layout suitable for adoption and entering into an Agreement under Section 38 of the Highways Act 1980. Where residential construction works commence ahead of any adoption Agreement being in place the Highway Authority will be obliged to pursue the Advance Payments Code sum identified in the notice.
- e. Pursuant to Section 278 of the Highways Act 1980 and the provisions of the Traffic Management Act 2004, no works may commence within the limits of the public highway without the formal written Agreement of the County Council as Highway Authority. It must be ensured that public transport services in the vicinity of the site are not adversely affected by the development works. Advice regarding the technical, legal, administrative and financial processes involved in Section 278 Agreements may be obtained from Mr K Barton in Development Control at County Hall, Matlock (telephone : 01629 538658). The applicant is advised to allow approximately 16 weeks in any programme of works to obtain a Section 278 Agreement.
- f. Pursuant to Section 50 (Schedule 3) of the New Roads and Street-works Act 1991, before any excavation works (for Statutory Undertaker connections etc.) are commenced within the limits of the existing public highway, at least 6 weeks prior notification should be given to the Strategic Director Economy, Transport and Environment at County Hall, Matlock (telephone: 01629 580000 and ask for the New Roads and Street-works Section).
- g. The Highway Authority recommends that the first 5m of the proposed access driveway should not be surfaced with a loose material (i.e. unbound chippings or gravel etc.). In the event that loose material is transferred to the highway and is regarded as a hazard or nuisance to highway users, the Authority reserves the right to take any necessary action against the householder.
- h. Derbyshire County Council strongly promotes Sustainable Drainage Systems (SuDS) to be incorporated within the design of a drainage strategy, applying the SuDS management train. The applicant should also seek to promote betterment or meet green-field runoff rates taking into account the impacts of climate change. For more advice regarding the County Council's requirements please contact flood.team@derbyshire.gov.uk.
- i. Under the provisions of the New Roads and Street Works Act 1991 and the Traffic Management Act 2004, all works that involve breaking up, resurfacing and / or reducing the width of the carriageway require a notice to be submitted to Derbyshire County Council. Works that involve road closures and / or are for a duration of more than 11 days require a three month notice; developers' works will generally fall into this category. Developers and Utility companies (for associated services) should prepare programmes for all works that are required for the development, such that these can be approved through the coordination, noticing and licencing processes. This will require developers and Utility companies to work to agreed programmes and booked slots for each part of the works. Discussions should therefore take place with Derbyshire County Council's Highway Noticing Section, at County Hall, Matlock at the earliest stage possible.
- j. Effective monitoring is an essential requirement of a successful Travel Plan. The Highway Authority recommends the use of the STARSFor Travel plan toolkit: <https://www.starsfor.org>, although other monitoring methods are available. Use of this system ensures a consistency of quality and puts in place a straightforward system for subsequent updating and monitoring. Fees are levied for the use of this system. Contact: sustainable.travel@derbyshire.gov.uk for more details.

Should you wish to discuss the above comments further please do not hesitate to contact me.

Yours sincerely



Ian Turkington
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