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Our ref: HDC/NK/44870
Your ref: HPK/2018/0462
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Dear Mr Haywood

Proposed Residential Development Town Yard, Market Street, Buxton

I refer to the above outline application that has recently been forwarded to this Authority for highway comments. I note that all matters apart from access have been reserved.

The submitted details suggest a development of up to 40no. residential units on a former council depot site served via a new vehicular access with Market Street.

A Transport Statement has been submitted in support of the development which concludes that the proposals would not result in any harm to safe operation of the local highway network.

The Statement recognises the current high demand for on-street parking on Market Street and suggests that passage of vehicles isn't significantly impeded due to the straight alignment of the road and presence of 'no parking areas'. It's likely that creation of a new junction into the site will effectively create an additional passing opportunity, however, it's recommended that funding is secured for investigation into, and any subsequent implementation of, traffic management measures (e.g. Traffic Regulation Orders for parking restrictions across the site frontage) should the need arise over a monitoring period during construction and for a period of 2 years post full occupation of the development. Any unused funding would, of course, be returned. Such funding may also be used for similar purpose on the surrounding residential roads identified within the Statement in the event that the development proposals negatively impact on their operation.

The submitted Figure 3 demonstrates the proposed access layout. Whilst the geometry is considered to be generally acceptable to serve the proposed scale and nature of development, 2.0m width footways should be provided to each side of the proposed access road. Figure 4 demonstrates swept paths

for a refuse vehicle of 7.9m length. In order to satisfy Highway Authority recommendations, the design vehicle should be a Large Refuse Vehicle of circa 11.6m length.

Given the extent of frontage available to Market Street, it's considered that an acceptable access to the site can be formed. However, access not being a Reserved Matter, you may wish to approve revised details rather than secure any redesign by Condition as a part of a Consent.

As layout does not form a part of this application I do not intend to make specific comment on the indicative layout other than that demonstrated would not be considered for adoption to be maintained in future at public expense.

The internal layout will though need to generally comply with the recommendations of the Delivering Streets and Places Design Guide with suitability of the layout for use by a Large Refuse Vehicle demonstrated by swept paths.

All units should be located within the recommended maximum mancarry distance of 25m from a turning facility suitable for use by a typical supermarket delivery type vehicle.

Exit and forward visibility sightlines should be demonstrated where necessary at bends, accesses, etc. to be secured clear of obstruction as appropriate.

It's recommended that off-street parking is provided on the basis of 2no. or 3no. spaces per 2/3 or 4/4+ bedroom unit respectively each space conveniently located to the dwelling served and being of 2.4m x 5.5m minimum dimension with an additional 0.5m of width to any side adjacent to a physical barrier e.g. wall, hedge, fence, etc.

Areas clear of carriageways/ footways should be provided for the standing of waste bins on refuse collection days.

Therefore, it's recommended that the applicant is requested to submit revised details demonstrating measures to address the above access layout issues. However, if you are minded to approve the proposals as submitted, it's suggested that the following Conditions are included within the Consent:-

1. Space shall be provided within the site for the entire construction period for storage of plant and materials, site accommodation, loading, unloading and manoeuvring of goods vehicles, parking and manoeuvring of employees and visitors vehicles, laid out and constructed in accordance with detailed designs first submitted to and approved in writing by the Local Planning Authority. Once implemented the facilities shall be retained free from any impediment to their designated use throughout the construction period.

2. Prior the construction compound (the subject of Condition 1 above) being brought into use, a new vehicular junction shall be formed to Market Street and provided with visibility sightlines extending from a point 2.4 metres from the carriageway edge, measured along the centreline of the access, for a distance of 43 metres in each direction measured along the nearside carriageway edge in accordance with a scheme first submitted to and approved in writing by the Local Planning Authority. The area in advance of the visibility sightlines shall be constructed using footway materials and dedicated as highway on completion.
3. Notwithstanding the submitted information a subsequent reserved matters or full application shall include design of the internal layout of the site in accordance with the guidance contained in the Delivering Streets and Places Design Guide.
4. No development shall take place until construction details of the residential estate road(s) and footway(s) (including layout, levels, gradients, surfacing and means of surface water drainage) have been submitted to and approved in writing by the Local Planning Authority.
5. The carriageway(s) of the proposed estate road(s) shall be constructed in accordance with Condition 4 above 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(s). The carriageways and footways shall be constructed up to and including base 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.
6. Prior to the occupation of any dwelling, all existing vehicular and pedestrian accesses to the public highway made redundant by the proposed development shall be permanently closed with a physical barrier and the existing vehicle crossover reinstated as footway in accordance with a scheme first submitted to and approved in writing by the Local Planning Authority. This will include removal of protected entrance carriageway markings made redundant by the proposed development.
7. The premises, the subject of the application, shall not be occupied until space has been provided within the site curtilage for the parking/ loading and unloading/ manoeuvring of residents/ visitors/ service and

delivery vehicles (including secure/ covered cycle parking), located, designed, laid out and constructed all as agreed in writing with the Local Planning Authority and maintained throughout the life of the development free from any impediment to its designated use.

8. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking and/or re-enacting that Order) the garage/car parking spaces hereby permitted shall be retained as such and shall not be used for any purpose other than the garaging/parking 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.
9. There shall be no gates or other barriers within 6.0m of the nearside highway boundary and any gates shall open inwards only, unless otherwise agreed in writing by the Local Planning Authority.
10. The proposed access drives shall be no steeper than 1 in 14 for the first 6.0m from the nearside highway boundary and 1 in 10 thereafter.
11. No part of the development shall be occupied until details of arrangements for storage of bins and collection of waste have been submitted to and approved by the Local Planning Authority. The development shall be carried out in accordance with the agreed details and the facilities retained for the designated purposes at all times thereafter.
12. Prior to the commencement of the development details shall be submitted to and approved in writing by the Local Planning Authority showing the means to prevent the discharge of water from the development onto the highway. The approved scheme shall be undertaken and completed prior to the first use of the access and retained as such thereafter.
13. No development shall be commenced until details of the proposed arrangements for future management and maintenance of the proposed streets within the development have been submitted to and approved by the Local Planning Authority. The streets shall thereafter be maintained in accordance with the approved management and maintenance details until such time as an Agreement has been entered into under Section 38 of the Highways Act 1980 or a private management and maintenance company has been established.

In addition, the following Notes may be included for the information of the applicant:-

- a. The Highway Authority recommends that the first 6m 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 landowner

- b. Pursuant to Section 163 of the Highways Act 1980, where the site curtilage slopes down towards the public highway/ new estate street 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 gulley laid across the access immediately behind the back edge of the highway, discharging to a drain or soakaway within the site.
- c. Pursuant to Section 278 of the Highways Act 1980, no works may commence within the limits of the public highway without the formal written Agreement of the County Council as Highway Authority. Advice regarding the technical, legal, administrative and financial processes involved in Section 278 Agreements may be obtained from the Strategic Director of Economy Transport and Community at County Hall, Matlock (tel: 01629 538658). The applicant is advised to allow approximately 12 weeks in any programme of works to obtain a Section 278 Agreement.
- d. 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 of Economy Transport and Community at County Hall, Matlock (tel: 01629 538578).
- e. Highway surface water shall be disposed of via a positive, gravity fed system (i.e. not pumped) discharging to an approved point of outfall (e.g. existing public sewer, highway drain or watercourse) to be sanctioned by the Water Authority (or their agent), Highway Authority or Environment Agency respectively. The use of soakaways for highway purposes is generally not sanctioned.
- f. Pursuant to Sections 149 and 151 of the Highways Act 1980, the applicant must take all necessary steps 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.
- g. Car parking provision should be made on the basis of 2no. or 3no. parking spaces per 2/3 bedroom or 4/4+ bedroom dwelling respectively. Each parking bay should measure 2.4m x 5.5m (with an additional 0.5m of width to any side adjacent to a physical barrier e.g. wall, fence, hedge, etc.) with adequate space behind each space for manoeuvring.
- h. 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 for Highway,

Developer and Street Works. Works that involve road closures and / or are for a duration of more than 11 days require a three months notice. Developer's Works will generally require a three months notice. Developers and Utilities (for associated services) should prepare programmes for all works that are required for the development by all parties such that these can be approved through the coordination, noticing and licensing processes. This will require utilities and developers to work to agreed programmes and booked slots for each part of the works. Developers considering all scales of development are advised to enter into dialogue with Derbyshire County Council's Highway Noticing Section at the earliest stage possible and this includes prior to final planning consents.

- i. The applicant is advised that to discharge Condition 13 that the Local Planning Authority requires a copy of a completed Agreement between the applicant and the Local Highway Authority under Section 38 of the Highways Act 1980 or the constitution and details of a Private Management and Maintenance Company confirming funding, management and maintenance regimes.
- j. Construction works are likely to require Traffic Management and advice regarding procedures should be sought from Dave Bailey, Traffic Management - telephone 01629 538686.

Yours sincerely

Highways Development Control