

Substantive response of the Local Highway Authority (LHA) to a planning application consultation received from the Local Planning Authority (LPA).



Local Planning Authority: Head of Development Services
High Peak Borough Council
Town Hall, Market Place
BUXTON
Derbyshire
SK17 6EL

Application Details

Application Ref : HPK/2023/0061

**Proposal : Outline planning application for affordable housing
with access considered and all other matters reserved
(resubmission of HPK/2020/0180)**

**Site : Land to the west of Bridgemont
Whaley Bridge**

General Details

Planning Case Officer : Rachel Simpkin

Applicant : Treville Properties Ltd and Great Places

Substantive response provided in accordance with article 22(5) of the Town and Country Planning (Development Management Procedure) (England) Order 2015:

Advice to LPA

The previous County Council response to the refused application HPK/2020/0180 (Reason 4. *'Insufficient information has been submitted with the application relating to matters of access in order to assess adequately the impacts of the proposed development having regard to matters of highway safety and design for the development proposal. In the absence of this information, it has not been possible to demonstrate that the proposal would comply with Policies S1, CF6 and Appendix 1 of the Adopted High Peak Local Plan 2016 and / or any other material considerations.'*) identified various issues and the following points have not been addressed:

1. The latest requirements for trees in developments have been established in the July 2021 National Planning Policy Framework (NPPF) for England. The NPPF sets out what local planning authorities (LPAs) will require, when setting local policies and also considering planning applications for all developments. The NPPF states that: 'Planning policies and decisions should ensure that new streets are tree-lined and that opportunities are taken to incorporate trees elsewhere in developments'. This is backed up by other recent government and local guidance such as the National Model Design Code which says: 'All schemes will be expected to follow national policy by achieving a 10% net gain in biodiversity. All new streets should include street trees.', so does the submitted information satisfy this requirement?
2. The previous information showed a gradient from 1:20 to 1:12 and the layout beyond the access did not form a part of the current application and it's recognised that gradients beyond the initial 10m of new access road are likely to be revised as the detailed scheme evolves. It's was requested that the access layout, for the purposes of this application, is terminated 10m into the site and recognised that allaying the major level differences beyond this may prejudice any potential future adoption of the road to be maintained in future at public expense, so can you confirm if the access road/footways (turning head) shown in grey on submitted drawing 311106/03/P2 is being put forward for adoption with the County Council under a Section 38/278 Agreement or will the area beyond 10m into the site remain private?
3. No information provided regarding the proposed access drives which shall be no steeper than 1 in 12 for the first 6m from the rear of footway and 1 in 6 thereafter.
4. No review of levels, retaining solutions or highway boundary issues have been addressed to demonstrate that acceptable access arrangements can be delivered.
5. As per point 2 above, the gradient of the initial 10m of the access road should be no greater than 1 in 30 and 1 in 20 thereafter. Consideration may be given for steeper gradients beyond the initial 10m, however, these should be of short length and demonstrated as being necessary due to existing constraints e.g. topography.
6. No information has been provided regarding the suitability of the layout for use by a Large Refuse Vehicle of 11.6m length which should be demonstrated by means of appropriate swept paths.
7. The submitted drawing shows carriageway and footway widths of 5.5m and 2.0m width respectively, but no speed restraints shown.
8. Does the level of off-street parking satisfy your own Authority's standards? The County Council parking space size is as follows 2.4m x 4.8m minimum dimension with an additional 0.5m of width to any side adjacent to a physical barrier e.g. wall, hedge, fence, etc.
9. No measures to prevent surface water run-off from entering the public highway from any areas at a higher level have been shown.
10. No areas of appropriate dimension have been provided for standing of waste bins on collection days adjacent to, but clear of, the highway. It's recommended that the views of the local collection service are sought with respect to entering the site if the internal layout is to

remain private. In the event that collections aren't to be made from within the site, or any part of it, all premises should be located within the recommended maximum carry distance of 25m of a turning facility demonstrated as being suitable for use by a typical supermarket delivery type vehicle.

11. Adoption of the estate streets is a purely voluntary act between the developer and the Highway Authority and acceptance of the proposals for planning purposes does not in any way compel the Highway Authority to enter into an adoption Agreement at a future date. In the absence of any further amendments to the gradients and for the avoidance of doubt, it is unlikely the streets would be eligible for adoption and they would need to remain privately maintained by the road owner or street frontagers where applicable.

12. Any redundant vehicular and pedestrian accesses shall be permanently closed with a physical barrier and the existing crossovers reinstated as footway.

LHA Details

Date Received	Case Officer	Reviewer	Date Issued
14 March 2023	Glen Donaldson	Glen Donaldson	4 April 2023