
From: Simpkin, Rachael.
Sent: 19 June 2023 15:42
To: Planning (HPBC)
Subject: RE: HPK/2023/0061 Bridgemont

Categories:

Hi Planning Support,

Revised highways response for the file please.

Kind regards,

Rachael Simpkin
Senior Planning Officer (Majors & Commercial)
Development Services

High Peak Borough Council and Staffordshire Moorlands District Council

T:
M:

From: Glen Donaldson (Place)
Sent: Monday, June 19, 2023 3:03 PM
To: Simpkin, Rachael.
Subject: HPK/2023/0061

Hello Racheal.

The HA comments relating specifically to the following submitted drawings (all attached) are as follows:

- *Proposed site access plan (TADW drawing no. 46934004 P06)*

This drawing does not reflect the information contained within drawing '*Proposed visibility splays and access dimensions – (SCP_200341_F03)*' as the visibility splay (shown in orange below), footway widening and rumble strip were amended as part of previous requested changes by the HA and drawing number '*200341_F03*' was provided, assessed and approved.



- *Proposed visibility splays and access dimensions – (SCP_200341_F03)*

This drawing does not show enough information to determine the exact extent of the proposed access. Drawing number 46934004 P06 (see extract above) shows the 'First 10m of new road from the existing channel to have maximum gradient of 1:30' and 'Next 7.5m of new access road to maximum gradient 1:12', so the same information must be shown on drawing 200341 F03, plus a red line boundary to identify what is being proposed for the purposes of planning application HPK/2023/0061 and what is being put forward to form part of the Highway Maintainable at Public Expense (HM@PE) under a Section 278/38 Agreement as it is unclear if it is 17.5m or 10m which attached drawing number 'Proposed Access Levels 311106 05 P2' also states, but again is unclear.

- *Indicative site layout (TADW drawing no. 311106 03 P2)*

You will note that the HA made various comments on 19 May 2023 relating to the access which are relevant to the Option 2 Plan 311106 03 P2, so I have taken extracts of the email for your information.

'Point 1: Can be replaced with the following: 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 street shall thereafter be maintained in accordance with the approved management and maintenance details until such time as a private management and maintenance company has been established. The following clause shall be included in the deeds of the dwellings to ensure that at no time will adoption of any part of the access road be sought: 'The lessee or purchaser shall not at any time, either alone or jointly with others, seek adoption of any part of the driveway intended to serve the development as a highway maintainable at the public expense, it being the intention that same shall at all times remain private up to the point where the same Point Point 4: Still applicable as information is still required regarding the Transport Assessment stating that a review of levels, retaining solutions and highway boundary issues will be required, so suitable details will need to be submitted to demonstrate that acceptable access arrangements can be delivered.

Point 5: The gradient of the initial 10m of the access road should be no greater than 1 in 30 is still required and must be shown on any future drawings and the gradient thereafter should form part of the drainage details which (as per point 9) will ensure all carriageway/footway surface water is retained and discharged within the site and not into the proposed and existing Public Highway and vice versa.

Point 6: Still applicable as the County Council will need to ensure that the refuse vehicle can enter, pick up and leave the site safely, but the attached Refuse Vehicle can be used as a guide unless informed otherwise by the local Refuse Authority.

Point 7: Carriageway and footway widths are still required to ensure (as per point 6) that vehicles can enter and leave safely and the applicant also needs to consider:

- a) "Inclusive mobility" and "LTN 1/20" both of which address key considerations to promote active travel and ensure that persons with protected characteristics are catered for.*
- b) As the site will remain private, the following must also be taken into consideration (NPPF 131) which states: '131 Trees make an important contribution to the character and quality of urban environments, and can also help mitigate and adapt to climate change. Planning policies and decisions should ensure that new streets are tree-lined and that opportunities are taken to incorporate trees elsewhere in developments (such as parks and community orchards), that appropriate measures are in place to secure the long-term maintenance of newly-planted trees, and that existing trees are retained wherever possible.'*

Point 8: Off-street parking should be provided at a level to satisfy your own Authority's standards is still relevant.

Point 9: See point 5 above.

Point 10: See point 6 above.

Point 13: See points 1 and 2 above.

Point 15: See point 7 (a) above.

Point 17: See point 8 above.'

You have provided drawing (attached) relating to points 4, 5, 6, 7, 9 & 13 and the HA response is as follows:

Point 1: Are you able to confirm that the you can provide arrangements for future management and maintenance of the proposed private streets within the development and is this supported by the Local Planning Authority?

Point 4: Drawing 311106 05 P2 meets County Council approval.

Point 5: Drawing 311106 05 P2 shows levels, but no drainage details.

Point 6: Drawings ATRF02 and ATRF04 meets County Council approval.

Point 7: Drawing 200341 F03 shows suitable carriageway/footway widths and junction radii, but as this is an Outline Application, any future applications (full or reserved matters) will require the internal layout to be assessed accordingly regarding inclusive mobility, cycling, walking and street trees.

Point 8: Again as this is an Outline Application, parking provision which satisfies the LPA can be assessed if any future applications (full or reserved matters) are submitted.

Point 9: See point 5 above.

Point 10: See point 6 above.

Point 13: See points 1 and 2 above.

Point 15: See point 7 (a) above.

Point 17: See point 8 above.'

Regards

Glen Donaldson | Project Engineer | Highways Development Control

Place | Derbyshire County Council
County Hall | Matlock | Derbyshire | DE4 3AG

Tel: | Ext:

E-mail::



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