
From: Adrian Martin (Place)
Sent: 07 July 2023 10:20
To: Planning (HPBC)
Subject: HPK/2023/0192 - Land at Hogshaw, Fairfield, Buxton

Categories:

FAO John Copestake,

I refer to the above application recently received by this authority for highway comments.

The site is proposed to be served off the recently completed roundabout junction on the A6 to the east of the site. In general, the conclusions reached in the TA submitted in support of the application are considered acceptable in terms of predicted vehicle trip generation and assignment and distribution on the highway network. However, there are some issues which require further assessment and possible mitigation to reduce the overall impact of the development on the network. These are summarised below:

- the analysis of the A6/A53 roundabout predicts that the junction will operate over capacity with and without the development traffic in the future year assessment and that there is no material increase in the operation of the roundabout with the development traffic included; however, it is noted that the MMQ i.e. queue lengths on the north west arm of the roundabout will increase from 16.5 to 27, an increase of some 63%. Further assessment of how this increase can be reduced by the promotion of alternative travel modes from the development site is required. This is expected in line with the points raised below and in an accessibility appraisal for the development site.
- the overall sustainable transport appraisal is considered lacking. Assessment has been carried out of facilities and amenities in proximity to the site and the availability of access to these amenities by pedestrians and cyclists; however, the assessment is only presented in terms of distances between the site and local amenities. It is expected that the analysis looks at a door to door approach based on actual routes and uses. A range of distances are suggested in "Providing for Journeys on Foot" but these should not be read as absolutes and the approach should recognise the road user hierarchy. Additionally, the assessment should review the quality of the route to ensure it is suitable for the needs of the development. For example, the TA reports that the nearest bus stops are located 300m from the site access; the site access is some distance from the dwellings with many dwellings in excess of 400m from bus stops, therefore further analysis is required.
- the TA should provide a Walking, Cycling and Horse-Riding Assessment following the guidance in GG 142.
- the TA should use the propensity to cycle tool <https://url6.mailanyone.net/scanner?m=1qHhci-0008Am-4v&d=4%7Cmail%2F90%2F1688721000%2F1qHhci-0008Am-4v%7Cin6c%7C57e1b682%7C10609168%7C13286642%7C64A7D8A45848F12058F9913AE1DEEBF8&o=..wwictbwpek&s=UBHF6IB1rwvpjgDxv6hsuX0qojk> to consider cycling potential. It should also provide CLoS (Cycling Level of Service) and JAT (Junction Assessment Tool) assessments as defined in LTN 1/20.
- transport statements and assessment for residential development must include an accessibility score for the site based on the guidance and checklist provide in "Transport for New Homes", it may

be appropriate to undertake a “with” and “without” score to understand any off site benefits the proposal delivers.

- Equality Impact Assessments need to be prepared alongside the TA and any health impact assessment. This should include the internal layout.

Regarding the internal layout of the site, this also raises some issues, as highlighted below:

the following is a guide to the expectations of the internal layout which is expected in relation to this application which are requested to be issued to the applicant/agent:

- Maximum Design Speed - 20mph achieved through measures such as junction treatment, surface changes, visual narrowing, central reservations, raised crossing points, sensitive parking provision and green infrastructure.
- Maximum No. Of Dwellings - no limit but subject to modelling
- Frontage Access - restricted 20m from Junctions
- Carriageway Width - 5.5m to 6.2m (if bus route)
- Footways - 2m wide both sides. Where necessary street furniture is accommodated in the footway (such as street lighting columns, cycle parking stands, planters, bins and benches) then a wider footway should be specified.
- Implied side road priority using vertical deflection is required.
- Cycleways - On Street
- On street parking - visitor provision on Street
- Landscaping - optional 2m verge separating carriageway - landscaping permitted.
- Verge - can be used instead of footway where no pedestrian desire line is identified.
- Can be reduced to 1m where no services or pedestrian demands exist.
- On street parking (visitors) - 1.8m wide on either or both sides. To be provided in addition to carriageway and amount to be determined subject to local requirements
- Carriageway materials - predominantly asphalt
- Footway Materials - predominantly macadam, the use of pavers or fine textured pre-cast flags in small appropriate locations may be considered. Alternative surfacing materials must be suitable to withstand accidental mounting by all types of vehicle.

In respect of the development layout the layout plan(s) are required to include dimensions which are not apparent on the submitted plan(s).

Longitudinal sections are required to allow assessment of level differences within the site; street gradients should not exceed 1 in 20.

The access road width is proposed to be 6m and indicates access to further development to the south west of the site. Clarification is required about the intention for the access to serve further development; however, the road width should be 5.5m regardless.

The two junctions off the access road should be converted to bends to reduce vehicle speeds.

All junctions within the site should be pedestrian priority junctions.

The layout indicates excessive straights. Consideration needs to be given to reducing the length of straight lengths of streets.

The layout does not include tree lined streets in accordance with NPPF paragraph 131.

The swept path analysis for the turning heads within the development are based on an smaller refuse vehicle than is required. A typical refuse collection vehicle use is the Denis Eagle Elite 6 (Mid Steer), typical vehicle details are below:

Overall vehicle length 11370mm (11600mm with mirror)

Overall Wheel Base 6400mm

Overall Turning Circle 22.4m

Axles 4 (1 front, 3 rear)

The refuse vehicle must stay within the kerblines but isolated vehicle (body) overhang of the footway may be accepted if the streets on which they occur have low volumes of pedestrians and the driver would have opportunity to observe pedestrians. This is not a constraint where a verge is provided.

The site access road includes an uncontrolled crossing point for the bridleway which runs along the southern boundary. There doesn't appear to be any analysis carried out of the suitability of this crossing point.

Clarification of the parking space sizes is required and confirmation of cycle storage facilities for each dwelling is also required.

To conclude, there are a number of issues and points which require further information and clarification on both the assessment of the development proposal in terms of sustainability and the internal design, all as highlighted in the aforementioned comments. If these comments can be relayed to the applicant/agent and the application be held in abeyance until the required further information has been provided.

Yours sincerely,

Adrian Martin MCIHT | Project Engineer | Highways Development Control | Place | Derbyshire County Council | direct dial: |
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