
From: Stannard, James
Sent: 30 August 2023 09:26
To: Planning Comments (HPBC)
Subject: FW: HPK/2023/0005 - Buxton Press Ltd, Palace Road, Buxton, Derbyshire, SK17 6AE

Categories:

Hi

Please see latest comments from DCC Highways in connection with HPK/2023/0005

Thanks

James Stannard MRTPI
Planning Officer
High Peak Borough Council and Staffordshire Moorlands District Council
Tel:
Mobile:
Email:

From: Jamie Bradbury (Place)
Sent: Tuesday, August 29, 2023 4:00 PM
To: Stannard, James
Subject: RE: HPK/2023/0005 - Buxton Press Ltd, Palace Road, Buxton, Derbyshire, SK17 6AE

Hi James,

Further to the previous highway authority comments to this application and also in response to your email below;

There are a number of issues which you have brought up in your email below and I will try to respond to each in turn.

It was initially understood that the application proposed to vary conditions 2 and 3 of application reference HPK/0003/7709 to reduce the on site parking provision, a reduction of 15 spaces from the 40 required in the condition. There was no mention in the application or supporting information that there was intended to be any proposed alterations to the vehicle manoeuvring space or access off Palace Road; a reduction in the number of parking spaces, as shown on the information provided, would suggest that additional manoeuvring space within the site would be provided due to the loss of parked vehicles. It is not clear what, if any, changes are proposed to the site access. It does not seem unreasonable to have initially assessed the loss of parking provision on its own as, according to the application, that was the only part of the conditions which was to be varied. However, you are now asking for the on site manoeuvring space and site access, and the potential impact of any alterations to these, to be assessed.

Paragraphs 110 and 111 in NPPF is understood.

In response to the objections, as attached, these will be commented on later in this correspondence as part of the overall response to the application.

The submitted information i.e., the 2 block plans showing existing and proposed parking allocation, indicate that 12 spaces are to be removed from the area within, what is assumed to be, the loading area of the premises, which is directly off Palace Road. 5 spaces are to be removed within the site and 2 new spaces are to be provided adjacent to 2 existing spaces within the site. Based on this, the access to the loading area off Palace Road, would seem to be

more accessible as parked vehicles are to be removed. The 5 spaces removed from the within the site would also seem to allow more accessibility within the site e.g. turning space. However, the provision of 2 new spaces could potentially reduce turning space provision. It is not clear what you consider to be the site access. Is this the main access off Palace Road adjacent to the Post Office premises, the access to the loading area or both? The submitted plans do not make any alterations to the access adjacent to the Post Offices premises; the status quo remains. The access to the loading area would seem to be better due to no vehicles being parked in this area. The provision of 2 new spaces could, as previously mentioned, have some impact on the on site manoeuvring space; however, it seems reasonable that this would be offset by the removal of the nearby 5 spaces. Further information could be requested from the applicant on size and type of vehicles which utilise this area of the site and the turning space required i.e., swept path analysis. However, it is doubtful how this information could be verified.

You have mentioned the lack of space for larger delivery vehicles to use space within the site and the potential impact on users of Palace Road, the nearby school, Royal mail depot and residents. I will make reference to the objections made to this application. One of the objections refers to there being one loading bay which results in numerous lorries being parked on Palace Road. It is assumed that this is the area where 12 spaces are proposed to be removed. This loading area has never been of a sufficient size to allow large delivery vehicles to turn. If this area is being used for the storage of material, as suggested by another objector, this may be an issue which you as the planning authority would wish to investigate and take appropriate action. Practically speaking, if this area was previously used for parking (12 spaces), and this area is now used for storage, as long as the storage is not covering a larger area than the parking spaces, then it is not clear how this impedes the access. Is there any evidence that the operation being carried out has increased contrary to the original permission and that the increase attracts more delivery or other vehicle movements? If the operation now attracts larger delivery vehicles than was originally intended, the highway authority has no control of this. The size of delivery vehicles accessing the site is also not part of this application.

It should be noted that when visiting the site, last week on Thursday, 24th August, the loading area didn't appear to contain any storage of materials, and an HGV was observed within the loading area, with no HGV's present on Palace Road at the time of the site visit.

An objector refers to an additional building being constructed in the area where it is proposed to remove 5 parking spaces and that this has received no planning consent. You have mentioned that this is application is a 'breach of planning control' application; I would ask how the highway authority was to be aware of this? Until the receipt of your recent email was this mentioned. I would ask if your planning enforcement team has, or is serving notice on the applicant about a breach of planning consent? And are you asking for the highway authority to comment on that action?

If additional buildings/workshops/storage have been constructed within the site without permission, it is not clear how this would detrimentally impact the operation of the Royal Mail premises, the school or local residents especially to an unacceptable standard.

Palace Road and the adjoining roads have extensive waiting restrictions and there is a school keep clear marking outside the school. It is noted that some of these have faded, and a request will be made to internal colleagues for these to be repainted. It is for the legitimate body to enforce waiting restrictions and a request will also made for action to be taken on Palace Road. The objectors may also wish to contact Derbyshire County Council's Civil Parking Enforcement team about enforcement of waiting restrictions. Also, as previously mentioned, Palace Road is considered to be located within a town centre environment with access to alternative travel options with access available on foot or cycle to and from the town centre. Derbyshire County Council does welcome sustainable travel options and, in general, reduced motorised travel would accord with both policies and aspirations to reduce car borne travel journeys to reduce carbon emissions.

There may be some inconvenience caused by the proposal to reduce the parking provision within the application site; however, based on the comments made by the objectors, it would seem that this same inconvenience has been ongoing for some time, if not for all of the time which the applicant has operated from this site, and it is not considered that the perceived inconveniences currently caused by the site would be exacerbated to such a degree which would result in an unacceptable impact on highway users to which the highway authority could sustain an objection.

Kind regards,

Jamie Bradbury | Technician | Development Control | Place | Derbyshire County Council | Direct Dial: |

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