

From: [Rachael Simpkin](#)
To: [Planning \(HPBC\)](#)
Subject: FW: Public Right of Way and Bridleway Scheme - Hogshaw Farm, Buxton (LPA ref: HPK/2023/0192)
Date: 28 May 2024 16:59:35

Hi Planning Support,
For the public file please.

Kind regards,

Rachael Simpkin Senior Planning Officer (Majors & Commercial)
(She/Her)

Development Services

High Peak Borough Council and Staffordshire Moorlands District Council Mob:

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From: Carol Parsons (Place) <>

Sent: Monday, May 13, 2024 2:14 PM

To: Rachael Simpkin <>

Cc: Gill Millward (Place) <>; Robert Greateorex (Place)

<>

Subject: RE: Public Right of Way and Bridleway Scheme - Hogshaw Farm, Buxton (LPA ref: HPK/2023/0192)

Good afternoon Rachael

We have received correspondence below from Liam Bessell, Senior Transport Planner at SCP, the Transport Planners working on the proposed development and would like to make the following points for you to pass on regarding the plan for the proposed development at Hogshaw.

The controlled Pegasus crossing which DCC recently installed immediately north of the Hogshaw roundabout will form part of the White Peak Loop, a strategic 54 mile, multi-user route around the White Peak area of the Derbyshire Peak District which, when complete, will connect the market towns of Buxton, Bakewell and Matlock. The form that this route took over the A6 was to segregate equestrians from other non-motorised users, hence there are two 3m wide paths with different treatments leading off the roundabout – Ultitrec for equestrians and a tarmac path for cyclists and pedestrians. This arrangement/ surface treatment should be continued on the east then south side of the new spur road, with the crossing also catering for equestrians as well as pedestrians and cycles.

Once the multi-user trail leaves the spur road and enters the proposed development, there appears to be room for it to take a more meandering course rather than following the existing public footpaths which incorporate sharp right angled bends which apart from being off-putting for users, can also make access for maintenance vehicles difficult. It should not be confined between fences, but left as an open route with a feeling of space which is more attractive and inviting. The route should also be offset from the boundary with existing properties on Glenmoor Road and Nunsfield Road and should not be physically separated from the proposed dwellings to the south of the spur road. Connecting paths should be provided from the cul-de-sacs on the new development so residents are able to directly access the White Peak Loop.

The proposed 3m width is a little narrow to enable all users to negotiate the same space safely and we would ask that this is increased to 5m between the spur road and the SW corner of the site. We would also request that a porous paving surface is provided which is suitable for all users, especially on the steeper section. This would help avoid regular washout associated with a semi bound material and be preferable to an asphalt surface which is slippery and therefore unsafe for horse riders. Chicane barriers set wide apart to allow ease of access for all users

should be installed on the uphill side of the junctions with Glenmoor Road and Nunsfield Road to help slow cyclists down in advance. Consideration should also be given to how the route will be signed and illuminated.

The more meandering route will require parts of Buxton Footpaths 1 and 2 to be diverted and the multi-user trail will need to be upgraded to public bridleway between the new spur road and the top of Nunsfield Road, in order to enable equestrian and cycle use, as well as pedestrians.

The necessary diversion order and creation agreement can be dealt with by High Peak Borough Council. Reference should be made to legislation/legal processes involved, including the need for public consultation and the fact this is separate from the planning application. The County Council's Rights of Way team is happy to provide technical assistance if this is required.

The multi-user trail should facilitate/ maximise active travel to and through the site and connect to existing networks. As our longer-term plan is to provide an off-road link with Lightwood Road which could possibly utilise an existing trackway next to the recreation ground, we would request an appropriate developer contribution towards the onward connection, including a bridleway bridge over Nun Brook, along with a commuted sum for maintenance.

We hope these comments can be incorporated in your response.

Kind regards

Carol

Carol Parsons | Project Officer – Cycling and Walking Networks | Sustainable Travel | Place | Derbyshire County Council | | [Chat to me in teams](#)

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