

de Bruin, Nicola

From: Glen Donaldson (Place) <Glen.Donaldson@derbyshire.gov.uk>
Sent: 06 October 2022 13:31
To: Simpkin, Rachael.
Subject: [OFFICIAL] RE: HPK/2020/0301 ref. Taxal Edge Planning Appeal Public Inquiry
Confidential
Attachments: 411179 20 P14 Proposed Site Plan_1.0.pdf; Consultation Response DCC Highways.pdf

Hello Rachael.

The County Council has been asked to clarify the previous Conditions recommended by County Highways (see attached) in particular Condition 04 requesting revised layout details in relation to passing, parking and turning (the relevant proposed site plan has also been attached).

Firstly, I note the attached Consultation Response states: *'Whilst I do not have any details printed to scale, and the General Arrangements Plan isn't dimensioned, in order to comply with current design guidance, the overall shared driveway corridor should be a minimum of 7.5m width'*, so I am assuming the 7.5m wide driveway corridor refers to the following extract from the County Council Design Guide (Delivering Streets and Places):

'Conventional streets Carriageway width for two-way traffic:

- *The below widths are to be used as a starting point. Alternative widths will be considered if appropriate.*
- *Tracking assessments need to be provided to validate the suitability of carriageway widths for all streets using appropriate vehicles. Standard carriageway widths:*
 - *5.0m - for streets with a design speed of up to 20mph.*
 - *5.5m - for streets with a design speed of up to 30mph.*
 - *6.0m - for streets designed to facilitate bus services.*
 - *7.3m - for streets serving B2 to B8 land uses. Streets with lane widths of between 3.25m and 3.9m shall be provided with separate cycle facilities, as these widths fall in the 'critical' zone where cyclists can be passed by motor vehicles with insufficient clearance. Non-standard widths:*
 - *3.7m (kerb to kerb) - for streets narrowed for speed control e.g. through use of traffic calming feature.*
 - *3.25m minimum - for streets with a temporary restriction e.g. on-street pedestrian refuge facility. Shared-surface streets*
- *General overall widths - Standard width:*
 - *7.5m - overall corridor width (including space for utility equipment), subject to tracking.*

Note: Variable width corridors may be considered acceptable providing it can be demonstrated through tracking analysis that swept paths are accommodated and the design encourages drivers to travel at speeds below and up to the relevant design speed.'

However, the initial driveway corridor shown in light grey and within the red line boundary of attached drawing P14 does not indicate the extent of the land that is currently under the developer's ownership or control and although the plan isn't dimensioned, it is clear the driveway cannot accommodate a 7.5m wide access road. However, the area shown in dark grey can accommodate the 7.5m wide driveway, but this will require an amended drawing which may also affect the layout of the road to allow this requirement.

Therefore, as it looks like the initial driveway width cannot accommodate a 7.5m wide road, it seems unfair to now ask for the darker grey section to provide this requirement, so (as above) the following can be considered; *'Note: Variable width corridors may be considered acceptable providing it can be demonstrated through tracking analysis that swept paths are accommodated and the design encourages drivers to travel at speeds below and up to the relevant design speed.'* and in doing so, the dark grey access road may be reduced to either 5m or 5.5m depending upon the design speed

Regarding the refuse vehicle turning, the local recycling officer has provided the following comments:

- We currently collect at the lane end on Macclesfield Road.

- Supervisors have assessed this as an unsuitable to reverse into and access collection point identified.
- We agree with Highways comments that the site plans don't provide a suitable turning head for a large refuse vehicle.
- Without a change to the plans any collections will remain lane end on Macclesfield Road.

Therefore, to summarise, recommended Condition 04 should remain because not only does it ensure refuse vehicles to safely collect refuse within the site (refuse collection area), it provides vehicles to leave in a forward gear when re-entering the public highway (Macclesfield Road) and also ensures intervisible passing opportunities can be provided.

Regards

Glen Donaldson | Project Engineer | Highways Development Control

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General Notes
 01: Ensure drawing is printed to accurate scale before scaling any dimensions, the scale bar below is to assist. If in doubt, contact TADW Architects.
 02: All dimensions are in millimetres unless noted otherwise.
 03: All dimensions should be verified on site before proceeding with the work.
 04: TADW Architects shall be notified in writing of any discrepancies.
 05: © TADW Limited (UK) 2020

Legend
 Schedule of Accommodation:

- 4 no. 4 bedroom houses with integral garage House Type A
- 2 no. 4 bedroom detached houses with integral garage House Type B
- 1 no. 6 bedroom detached house with detached garage House Type C

Boundary Types

- Type A (Rear Boundary Retaining)
 New and extended retaining wall faced in natural stonework re-using existing materials where possible and supplemented with new to match existing. To be 1.1m high above retained land.
- Type B (Boundary Fence)
 1500mm high close boarded timber fence with pc concrete posts and 300mm high pc concrete gravel boards for first 2m from rear face of buildings (1.8m overall height). Beyond first 2m, 1200mm high close boarded timber fence with 300mm high timber trellis, pc concrete posts and 300mm pc concrete gravel boards (1.8m overall height above any retained land). Note, to be sited on top of stone faced retaining wall where necessary to party fence lines to suit site levels.
- Type C (Boundary Fence)
 1200mm high hit and miss timber fence with pc concrete posts and 300mm pc concrete gravel boards (1.5m overall height above any retained land).

NOTE: front boundaries are to be open and defined by soft landscaping - plants shrubs etc.

Issue	Description	Date	Drawn	Checked
P14	General notes amended	17.06.20	AM	GN
P13	Tree planing added to suit amended landscaping plan	10.06.20	AM	GN
P12	Garage FFLs to plot 7 and existing house garage amended	09.06.20	AM	GN
P11	4m landscaping strip introduced opposite plots 3-4	02.06.20	AM	GN
P10	Layout revised following client comments	29.05.20	AM	GN
P9	Revised to suit landscaping plan PR/20/GC04/GA/01	15.05.20	AM	GN
P8	Plot levels amended	12.05.20	AM	GN
P7	Access road entry route revised	29.04.20	AM	GN
P6	Spot levels, boundary treatments added	27.04.20	AM	GN
P5	Detached house to plot 7	27.03.20	AM	GN
P4	Plots 5 and 6 detached	25.02.20	AM	GN
P3	Turning area amended	24.02.20	AM	GN
P2	Turning area amended	27.01.20	AM	GN
P1	Drawn for comments	17.01.20	AM	GN

Drawing Status
 P - Planning | T - Tender | C - Construction | R - As Record

For Approval



Six St. Petersgate Stockport Cheshire SK1 1HD
 Ph 0161 477 6158 Fx 0161 480 8342 mail@tadw.co.uk www.tadw.co.uk

Client **Treville Properties Ltd.**

Job **Taxal Edge, Whaley Bridge**

Title **Proposed Site Plan**

Scale **1:500 @ A1**

Note - Prints from PDF files may not be to scale, check accuracy against scale

Job Number 411179	Drawing Number 20	Issue P14
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From: [Simpkin, Rachael.](#)
To: [Planning \(HPBC\)](#)
Subject: FW: HPK/2020/0301 - Taxal Edge, Macclesfield Road
Date: 28 September 2020 15:18:43
Attachments: [E_2014448.DOC](#)

-----Original Message-----

From: Nick Knowles (Economy Transport and Environment) [<mailto:Nick.Knowles@derbyshire.gov.uk>]
Sent: 18 September 2020 18:22
To: Simpkin, Rachael.
Subject: HPK/2020/0301 - Taxal Edge, Macclesfield Road

Hi Rachael

I refer to the above application notification and subsequent correspondence/ discussion.

As discussed, Consent has been granted in the past for a development comprising 7no. apartments and 2no. residential units subject to minor access improvements and formal closure of a second access to Macclesfield Road.

Whilst the improvements to the access with Macclesfield Road haven't been implemented, it's suggested that traffic activity associated with a development of 8no. residential units would not be so different as to warrant a refusal on highway Grounds, subject to the previously suggested measures being satisfactorily completed prior to any occupation. However, it's recommended that introduction of a dropped kerb across the access is explored rather than use of carriageway markings as this would be considered to provide more physical protection to emerging vehicles as well as being more durable.

Internal layout wise, the provision of a passing opportunity is noted as is the proposed turning facility that would appear to be of adequate dimension to enable a typical supermarket delivery vehicle to turn.

Ideally, passing opportunities between the proposed turning facility and Macclesfield Road should be demonstrated as being intervisible.

Whilst I do not have any details printed to scale, and the General Arrangements Plan isn't dimensioned, in order to comply with current design guidance, the overall shared driveway corridor should be a minimum of 7.5m width.

There would appear to be adequate controlled land to accommodate an internal shared driveway layout meeting current recommendations.

A bin collection point is demonstrated in close proximity to the site entrance, however, it's recommended that the views of the local refuse collection are sought with respect to suitability of the proposals for their purposes i.e. if they intend to make collections from within the site, suitability of the turning head for use by a Large Refuse Vehicle of 11.6m length should be demonstrated by means of swept paths.

The proposed level of off-street parking provision is considered to be acceptable.

Therefore, if you are minded to approve the proposals, it's recommended that the following Conditions are included within the Consent:-

1. Unless otherwise approved in writing by the Local Planning Authority, the development shall not be commenced until a detailed scheme of highway improvement works for the junction of the access road with Macclesfield Road (B5470) together with a programme for the implementation and completion of the works has been submitted to and approved in writing by the Local Planning Authority. No part of the development shall be brought into use until the required highway improvement works have been constructed in accordance with the approved details. For the avoidance of doubt the developer will be required to enter into a 1980 Highways Act S278 Agreement with the Highway Authority in order to comply with the requirements of this Condition.

2.Space shall be provided within the site for storage of plant and materials, site accommodation, loading, unloading and manoeuvring of goods vehicles, parking and manoeuvring of employees and visitors vehicles, laid out and constructed in accordance with detailed designs first submitted to and approved in writing by the Local Planning Authority. The facilities shall be retained free from any impediment to their designated use throughout the construction period.

3.Prior to the construction compound, the subject of Condition 2 above, being brought into use, the existing vehicular access to Macclesfield Road adjacent to Brewood shall be permanently closed with a physical barrier in accordance with a scheme first submitted to and approved in writing by the Local Planning Authority.

4.Unless otherwise approved in writing by the Local Planning Authority, the development shall not be commenced until a detailed scheme showing the proposed shared driveway layout shall be submitted to the Local Planning Authority for written approval, including intervisible passing opportunities and a turning facility suitable for use by the largest vehicles likely to frequently visit the site, laid out and constructed in accordance with the approved designs, the area in advance of sightlines being maintained throughout the life of the development clear of any object greater than 1m in height (0.6m in the case of vegetation) relative to adjoining shared driveway channel level.

5.No dwelling shall be occupied until space has been provided within the application site in accordance with the revised application drawings for the parking/ loading and unloading/ manoeuvring of residents/ visitors/ service and delivery vehicles to suitably serve that dwelling, laid out, surfaced and maintained throughout the life of the development free from any impediment to its designated use.

6.There shall be no gates or other barriers within 15m of the nearside highway boundary and any gates shall open inwards only, unless otherwise agreed in writing by the Local Planning Authority.

7.No part of the development shall be occupied until details of arrangements for storage of bins and collection of waste have been submitted to and approved by the Local Planning Authority. The development shall be carried out in accordance with the agreed details and the facilities retained for their designated purposes at all times thereafter.

8.No development shall be commenced until details of the proposed arrangements for future management and maintenance of the proposed shared driveway have been submitted to and approved by the Local Planning Authority. The driveway 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.

In addition, the following Advisory Notes may be included for the information of the applicant:-

a.The Highway Authority recommends that the first 10m of the proposed access driveway should not be surfaced with a loose material (i.e. unbound chippings or gravel etc.). In the event that loose material is transferred to the highway and is regarded as a hazard or nuisance to highway users the Authority reserves the right to take any necessary action against the landowner

b.Pursuant to Section 163 of the Highways Act 1980, where the site curtilage slopes down towards the public highway measures shall be taken to ensure that surface water run-off from within the site is not permitted to discharge across the footway margin. This usually takes the form of a dish channel or gully laid across the access immediately behind the back edge of the highway, discharging to a drain or soakaway within the site.

c.Pursuant to Section 278 of the Highways Act 1980 and the provisions of the Traffic Management Act 2004, no works may commence within the limits of the public highway without the formal written Agreement of the County Council as Highway Authority. Advice regarding the technical, legal, administrative and financial processes involved in Section 278 Agreements may be obtained from the Executive Director of Economy Transport and Environment at County Hall, Matlock (tel: 01629 538658). The applicant is advised to allow approximately 12 weeks in any programme of works to obtain a Section 278 Agreement.

d.The applicant is advised that to discharge Condition 8 that the Local Planning Authority requires a copy of a completed Agreement between the applicant and the Local Highway Authority under Section 38 of the Highways Act 1980 or the constitution and details of a Private Management and Maintenance Company confirming funding, management and maintenance regimes.

e.The application site is affected by Public Rights of Way (Footpath numbers 56 and 95 Whaley Bridge on the

Derbyshire Definitive Map). The route of these must remain unobstructed on their legal alignment at all times and the safety of the public using them must not be prejudiced either during or after development works take place. Advice regarding the temporary diversion of such routes may be obtained from the Executive Director of Economy Transport and Environment at County Hall, Matlock (tel: 01529 580000 and ask for the Rights of Way Officer).

f. Car parking spaces should measure 2.4m x 5.5m (2.4m x 6.5m where located in front of garage doors) with an additional 0.5m of width to any side adjacent to a physical barrier e.g. wall, hedge, fence, etc., and adequate space behind each space for manoeuvring.

Regards
Nick

N Knowles
Highways Development Control
Economy, Transport and Communities | Derbyshire County Council County Hall, Matlock

-----Original Message-----

From: ETE Development Control (Economy Transport and Environment)
Sent: 05 August 2020 09:57
To: ETE Development Control (Economy Transport and Environment) <ETE.DevControl@derbyshire.gov.uk>
Subject: FW: External Consultation Letter - App ref HPK/2020/0301

-----Original Message-----

From: Planning (HPBC) [<mailto:planning@highpeak.gov.uk>]
Sent: 30 July 2020 13:47
To: ETE Development Control (Economy Transport and Environment) <ETE.DevControl@derbyshire.gov.uk>
Subject: External Consultation Letter - App ref HPK/2020/0301

Please find attached document

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