



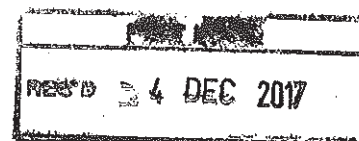
Improving life for local people

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Our ref: HDC/IT/58580  
Your ref: HPK/2017/0247  
Date: 28 November 2017



Dear Mr Weaver,

**Application : HPK/2017/0247**  
**Applicant : BDW Trading Operating As Barratt Homes**  
**Development : Reserved matters application for 107 dwellings and associated works (outline application reference HPK/2014/0119).**  
**Location : Land off Linglongs Road, Whaley Bridge**

I refer to the revised application drawings and information below, which has been forwarded to the Highway Authority for further comment:-

466/ED/02 Rev D – Engineering Layout  
466/ED/06 Rev A – Highway Surfacing Plan  
466/ED/12 Rev B – Engineering Long Section – Road 1  
466/ED/13 Rev B – Engineering Long Sections – Roads 2-4  
466/ED/14 Rev B – Engineering long Sections – Roads 5, 7-9  
466/ED/43 Rev A – Vehicle Tracking  
466/ED/44 Rev -- Visibility Splays  
466/P/PL/01 Rev G – Planning Layout  
466/P/RS/01 Rev B – Refuse Strategy Layout  
Supplemental Transport Assessment (viewed on HPBC website)

I would offer the following highway comments based on the information provided:-

The internal estate street layout has been amended and generally takes on board the issues raised by the Highway Authority as part of its initial consultation response. The amendments appear to be generally acceptable although there are further comments below on the individual drawings submitted to support different elements of the proposals.



## **466/ED/Rev D – Engineering Layout**

This engineering drawing primarily shows foul and surface water sewer systems, together with street drainage, however, the main drainage systems have a shared use and will therefore be adopted by others (not the Highway Authority). Therefore the views of the adopting Water Authority and / or the Lead Local Flood Authority (given the outfall to an open watercourse) should be sought.

It is however noted the new radius kerbs at the access between No's 84 and 90 Macclefield Road, do not appear to tie back to existing highway – this is carried through the revised drawings (and something picked up in the Road Safety Audit).

## **466/ED/06 Rev A – Highway Surfacing Plan**

Ramped sections should not need to be incorporated into new estate street designs – they are often unnecessary and introduce requirements for additional street signage. With this in mind ramps could be removed, particularly as there will be no visual difference in surfacing material for these major and minor access road areas.

There appears to be a reduction in carriageway width fronting plot 39 (5.5m down to 4.8m). It would be preferable if a 5.5m wide carriageway could continue through this section, up to plot 60 – this would essentially provide a 'primary' route for vehicles through the development (from Macclesfield Road to Linglongs Road). This could be achieved by widening the street on the non-developed side. This is something that could be conditioned or picked up as part of any future construction approval process with this Authority.

A shared cycle / footway route has now been provided between Linglongs Road and Macclesfield Road, which is welcomed. This takes the form of a widened (3m wide) surfaced route on one side of the street. However, details of access control, at the interface with Macclesfield Road, will need to be provided and agreed.

The drawing key makes reference to construction details, provided on supporting drawings (which were not provided for the Highway Authority). Having viewed the information on your website I would advise that there are elements of the proposed construction details (shown on drawing number 466/ED/16) that would not accord with the County Councils adoptable specification, found in the 6C's document. If the developer wishes to pursue future adoption of the estate streets with this Authority minor amendments to the construction details would be required. However, purely for planning purposes alone the proposed construction is considered to be sufficiently robust and unlikely to represent a highway safety concern. Although the applicant should be made aware that acceptance of the proposals within the

planning arena in no way conveys acceptance for adoption purposes or compels the Highway Authority to enter into an adoption Agreement at a future date.

The existing public right of way from Macclesfield Road appears to be retained on its existing lawful alignment, although it is noted there are no proposals to enhance it (surface quality), according to the 'highway surfacing plan'. The proposals should however consider incorporating some form of pedestrian crossing feature where the new street bisects the lawful route of the right of way.

#### **466/ED/12 Rev B – Engineering Long Section – Road 1**

The topography of the site is challenging in terms of levels and will result in some streets being steeper than what the County Council's design guide normally recommends for public highway users – the 6C's design guide recommends 1 in 20 for adoptable estate streets to encourage walking / cycling for all future highway users. However, this would clearly not be achievable on some parts of this site.

It is however noted, from the long section provided for road 1, that the chosen alignment results in a considerable amount of excavation between chainage 65 m and chainage 200m – up to 3 m in parts – this results in a street gradient of 1 in 10. Whilst not ideal for new estate street design the Highway Authority would find it difficult to resist given the general highway network topography in the vicinity.

#### **466/ED/13 Rev B – Engineering Long Sections – Roads 2-4**

Whilst 1 in 10 gradient streets may be accepted on parts of the site, this should not form the benchmark for all other streets within the development and as highlighted above lesser gradients should wherever possible be incorporated to encourage cycling and walking for all highway users. With this in mind it is considered a better vertical highway alignment could be achieved on road 4, particularly between chainage 0m and chainage 210m - given the amount of excavation taking place on other areas of the site some additional excavation, certainly between chainages 65m and 210m, would reduce estate street gradients in this area.

#### **466/ED/14 Rev B – Engineering long Sections – Roads 5, 7-9**

The proposals shown on this drawing are generally acceptable to the Highway Authority.

### **466/ED/43 Rev A – Vehicle Tracking**

This drawing shows vehicle tracking within the development only - additional details have been submitted in connection with the proposed access points and existing junctions on the highway network.

Vehicle tracking has now been provided based on a larger refuse vehicle. Whilst the geometry for this scale of vehicle is a little constrained in parts it does demonstrate that the vehicle is capable of traversing the proposed estate streets, bends and junctions within the development – however, as highlighted above the section of street from the access point off Macclesfield Road and plot 39 should be widened to 5.5m minimum as this will form one of the primary vehicle routes through the development. A refuse vehicle is likely to be the largest vehicle likely to use the streets on a regular basis and providing adequate off street parking and forward visibility is provided around bends it is unlikely the Highway Authority would be in a position to demonstrate the layout would be unsafe in highway terms.

### **466/ED/44 Rev - – Visibility Splays**

Both junction and forward visibility splays around bends have been demonstrated on the plan, which confirms that 25m will be achievable within proposed highway areas and footways etc. (and not part of any adjoining plots). This correlates to a 20mph design speed, which is generally considered acceptable, based on this layout.

Private driveway visibility sightlines have also been shown on the plan, at locations previously highlighted by the Highway Authority. Again, this demonstrates that acceptable visibility will be available from the driveways of plots in the vicinity of bends and will not be obscured by buildings etc. – However, it will be necessary to control frontage boundary treatments in these areas where the splays pass over the frontages of adjoining plots – in the case of private driveways this could be accepted and controlled through an appropriate planning condition.

### **466/P/PL/01 Rev G – Planning Layout**

The revised drawing reflects the updated layout, however, comments on specific issues are highlighted in the above comments.

### **466/P/RS/01 Rev B – Refuse Strategy Layout**

It is noted from the plan that provision is made within the plot for up to 4No refuse bins, however, purely from a highway safety perspective the Highway Authority needs to ensure that sufficient space is available just within the plot (or point close to the proposed highway for shared drives) to avoid bins obstructing the path for pedestrians on refuse collection days. The drawing



indicates bins being placed on the footway areas, although in reality space would be available for these to be placed on the driveways within each plot, to avoid obstructing highway areas. The details in this respect are therefore generally acceptable.

### **Supplemental Transport Assessment**

As you will be aware from the Highway Authority's initial consultation response it was considered that elements of the Transport Assessment would benefit from an update - in terms of looking at any additional committed development in the area, confirmation that sustainable travel options were still relevant and whether there had been any accidents in the intervening period, which may have an impact on the development proposals. However, the Transport Assessment Supplementary Report has, for reasons that are not entirely clear, taken the opportunity to revisit the trip rates for the development - suggesting that trip rates could be as low as 0.414, two-way, in the morning peak hour. These rates are considered to be very low, particularly in the case of a site located on the periphery of the town centre, as is the case of this site (certainly relative to the centre of commercial activity in Whaley Bridge).

In terms of the issues raised by the Highway Authority, the document identifies that there are no additional committed developments that would impact on the current development proposals - 2No sites were considered, however, HPK/2016/0516 has yet to be determined and HPK/2015/0436 has been the subject of an appeal, which has subsequently been dismissed. With regards to accident statistics and bus service provision / timetables, the document confirms that there are no notable differences to those considered in the original Assessment report (although it is noted that accident data is still only for the period up to 2016!).

It is however noted that the Supplemental Transport Report identifies that there have been increases in the level of 'background' traffic on the existing highway network in the intervening period. Both Transport Assessments are based upon a 'snapshot' of observed traffic count data and clearly there are a number of factors that could account for any difference between the two sets of traffic data – e.g. long term (upward) trends in traffic growth, seasonal factors and changes in local circumstances, even inclement weather; all of these factors can influence travel behaviour, hence traffic flows. However, these findings are largely academic as this site forms part of the adopted (April 2016) High Peak Local Plan, Policy DS 16, and already benefits from outline planning consent for a certain quantum of development (the current application does not proposed to vary the scale of development as part of the reserved matters application).

The outline planning application proposals were supported by a level of highway / pedestrian mitigation, which was included within the Section 106

Agreement. This continues to be required to support the current application proposals.

**Access**

Revised detail drawings for the access arrangements and highway improvement works have now been forwarded, via e-mail, to the Highway Authority. These are currently being considered by the team responsible for Section 278 works – as soon as I receive any feedback I will forward further comments on the submitted proposals.

Yours sincerely

Highways Development Control