

**18<sup>TH</sup> JANUARY 2021**

**HPBC DEVELOPMENT CONTROL COMMITTEE**

**UPDATES SHEET**

**HPK/2020/0201 – Land off Buxton Road, Furness Vale (Residential)**

DCC (Derbyshire County Council): Landscape Architect Officer:

Further revisions have been made to the proposed layout in response to discussions, this has addressed some previous concerns and some key improvements have been made to the layout. A reduction in density has been accepted and this is key to making improvements possible in the context of a very constrained site.

The overall number of parking spaces has been reduced and the turning head to the proposed access road mirrored. These measures will reduce the dominance of parking and road areas and they will also allow a greater proportion of front gardens with planting and incorporate more tree planting. This will be beneficial to the street scene within the development as well as views from Buxton Road. The omission of parking to the front of block 8 is a particular improvement in this respect and allows the access road to be terminated by planting. Improvements to views to the open countryside have also been made by the reconfiguration of blocks.

Overall I consider that considerable progress has been made in the development of the layout and consideration has been given to include as much planting as possible to help mitigate the impacts of parking areas. Whilst it would be ideal to include a greener street scene with less parking areas, given the constraints of the site I consider that the proposals achieve a good balance and would support the revised proposal subject to a condition to ensure that the detailed landscape proposals are suitable and adequate.

DCC (Derbyshire County Council): Urban Design Officer: Awaited.

HPBC Environmental Health: I can confirm that the approved noise assessment, includes assessment and mitigation regarding rail traffic noise (Peak Acoustics, Noise & Vibration Assessment Report (ref: NM2708191NR Rev 1.0), dated 6th October 2020).

LLFA (Lead Local Flood Authority) (DCC):

Objection (insufficient information): Without clear confirmation from United Utilities that it would be safe for the developer to discharge into their combined sewer at the location intended and a discharge rate that it would be safe for them to do so the LLFA refer to their earlier comments.

## Network Rail

15.01.21 The applicant is proposing embankment works adjacent to the boundary in the amended details therefore Network Rail's comments remain. This proposal must be reviewed and agreed by Network Rail.

## Applicant:

15.01.21: Further commentary has been received as follows:

### *Car parking*

The revised site layout has been amended to highlight the distribution of grouped, unallocated parking as requested.

### *Flood*

The applicant's engineers have provided confirmation from United Utilities that there is no alternative for this site but to connect into the existing drain on Buxton Road / A6.

### *Network Rail*

Delegated authority is sought to resolve final outstanding issues.

### *100% affordable home provision*

The proposal for 37 new homes on this site accords with HPBC housing allocation (Site C16) and therefore responds to a recognised housing need in the area.

Policy requirements are for the provision of 30% affordable homes (11No units) however the applicant is committing to providing 100% (37 units) with a mix of Affordable Rent and Shared Ownership units.

### *Commitment to build*

The applicant, The Guinness Partnership Ltd., is committed to delivering high quality affordable homes in High Peak, adding to the stock they already own and manage in the area. With Homes England grant funds committed to this development, the applicant is committed to commencing work on site within a matter of months of receiving planning approval. Discussions have already commenced with regards securing a suitable building contractor for the development via the Innovation Chain North framework.

### *Car parking*

The proposed development has been set out in line with HPBC Policy requirements based on:

- 200% car parking for 3bed houses (allocated).
- 150% car parking for 2bed houses. Each of the 17 2bed houses has 1 allocated space with a further 9 spaces (making 153% in total) unallocated parking, located in 3 groups across the site, for ease of access by residents.

### *Adoptable highways*

The proposed setting out and gradient of the new junction off Buxton Road/A6 and the main East/West access road within the site, including the turning head, pavement provision and service strips have all been set out to adoptable standards.

Vehicle tracking exercise has been carried out to ensure compliance.

The access road and parking courtyard located between Blocks 1 and 2 will not be adopted.

#### *Site servicing*

Bins stores have been discreetly located, screened by stone walls, between the residential blocks with bin collection points conveniently located adjacent to the adopted highway.

#### *Ecology, biodiversity and landscaping*

The proposed landscape and planting plans illustrate a commitment to biodiversity, in line with HPBC Policy requirements including:-

- Bird and Bat boxes
- Holes in rear garden fences for ease of hedgehog migration
- Native hedgerows
- Native species for ornamental planting to enhance local biodiversity
- Screen planting on Northern and Western boundaries

#### *Acoustic attenuation in line with Noise report recommendations*

Traffic Noise generated from Buxton Road/A6 – 2m high acoustic timber fencing proposed, to protect Block 1, on South West portion of the boundary adjoining the A6.

Commercial operations on adjoining land – 3m high acoustic timber fencing proposed, to protect Block 1 and 2 on the western boundary.

Road and rail noise – no additional acoustic mitigation measures required for blocks 2 to 8.

#### *Vibration risk from road and rail*

No mitigation measures required.

#### Amended Recommendation

**That DELEGATED AUTHORITY be granted to the Head of Development Services and the Chair of the Development Control Committee to Grant planning permission subject to outstanding County Flood and Network Rail matters being resolved, a s106 legal agreement securing 30% policy compliant affordable housing provision and £46,338.80 for play and formal sports provision and planning conditions as detailed within the Officer report.**

#### **HPK/2019/0275 – Land off Buxton Road, Furness Vale (Temporary Access)**

None.

## **HPK/2020/0064 – Trenchard Drive, Buxton**

### 3<sup>rd</sup> Party Representations

The occupant of no.75 Burlow Rd has commissioned an architect to draw up a model showing plot 119 and how this will look and affect them with overshadowing etc. The image can be viewed with the other representations on the Council website at

<http://planning.highpeak.gov.uk/portal/servlets/ApplicationSearchServlet?PKID=238050>

### Drainage

Members will have noted in the Committee report. It states the LLFA have raised concerns regarding the position of some of the proposed planting is proposed over potential locations of underground surface water attenuation tanks, which would be used if infiltration is shown not to be feasible. Long term the tree roots could damage the attenuation tanks.

The applicant has responded stating that it appears that the LLFA are looking at the wrong drawing and not the latest drainage design. The RSK design was submitted as part of the original discharge of planning condition application (albeit an earlier revision). Any planting around the now proposed soakaway manholes is shown as wildflower mix on the latest landscape designs submitted which would be shallow rooted and have little to no impact on the drainage. The updated drawing has been forwarded to the LLFA for comment.

### Amended Recommendation

It is recommended that the approval is subject to the LLFA confirming that they have no objection to the revised landscaping / drainage plans.