HPK/2013/0199

HIGH PEAK
10 MAY 2013
BOROUGH COUNCIL

Proposed Highway Access Improvement

34 Town Lane

Charlesworth

Glossop SK13 5HQ

Design Statement

The property is situated on the south side of Town Lane from which it has a single access for vehicles and pedestrians.

The dwelling is positioned in the north east corner of the applicant's land ownership.

Along the frontage the carriageway is 6.6m wide with footpath provision on the north side only. There is no footpath on the south side throughout the entire frontage of the site.

It is proposed to shortly start refurbishment and repair work on the currently delapidated dwelling and restore it to habitable condition.

The dwelling currently has no allocated parking space either in front, or elsewhere on the site, and the intention is to establish a vehicle hardstanding area adjacent to the west side gable. This provision will enable cars and service vehicles to park, unload, reverse and exit in forward gear.

Currently vehicle access is difficult and dangerous mainly because the close proximity of the dwelling means entry has to be angled rather than square to the road. This is particularly a problem for longer vehicles and trailer units. Most vehicles are forced to manoeuvre in the carriageway in order to enter and exit the site, particularly when approaching uphill from the west or leaving downhill.

For longer vehicles to be able to enter squarely and park on the proposed hardstanding, completely clear of the road, a modification is required to the present access position.

Repositioning the access slightly downhill not only achieves the required square entry and exit, but also gives more scope to improve the driveway gradient and surfacing with some regrading inside the site.

A short way downhill of the present access there is a vertical joint with a masonry quoin feature in the stone frontage wall, a possible indication of an earlier access opening at that position. Retaining the quoin feature and repositioning the access just to the uphill side of it, is seen as an effective improvement in terms of easier access and general road safety. Exit visibility in the critical eastwards direction is improved by this arrangement whilst approaching downhill traffic has sight of an emerging vehicle earlier.

Associated works within the site are likely to require some regrading, ground retainment with banks and walls, surfacing and cut-off drainage. There is no intention to have a gated entrance.

Outside the site the proposed alteration involves resiting an existing road sign post and the applicant is prepared to meet all costs incurred by the highway authority in that respect. (7/05/2013)