

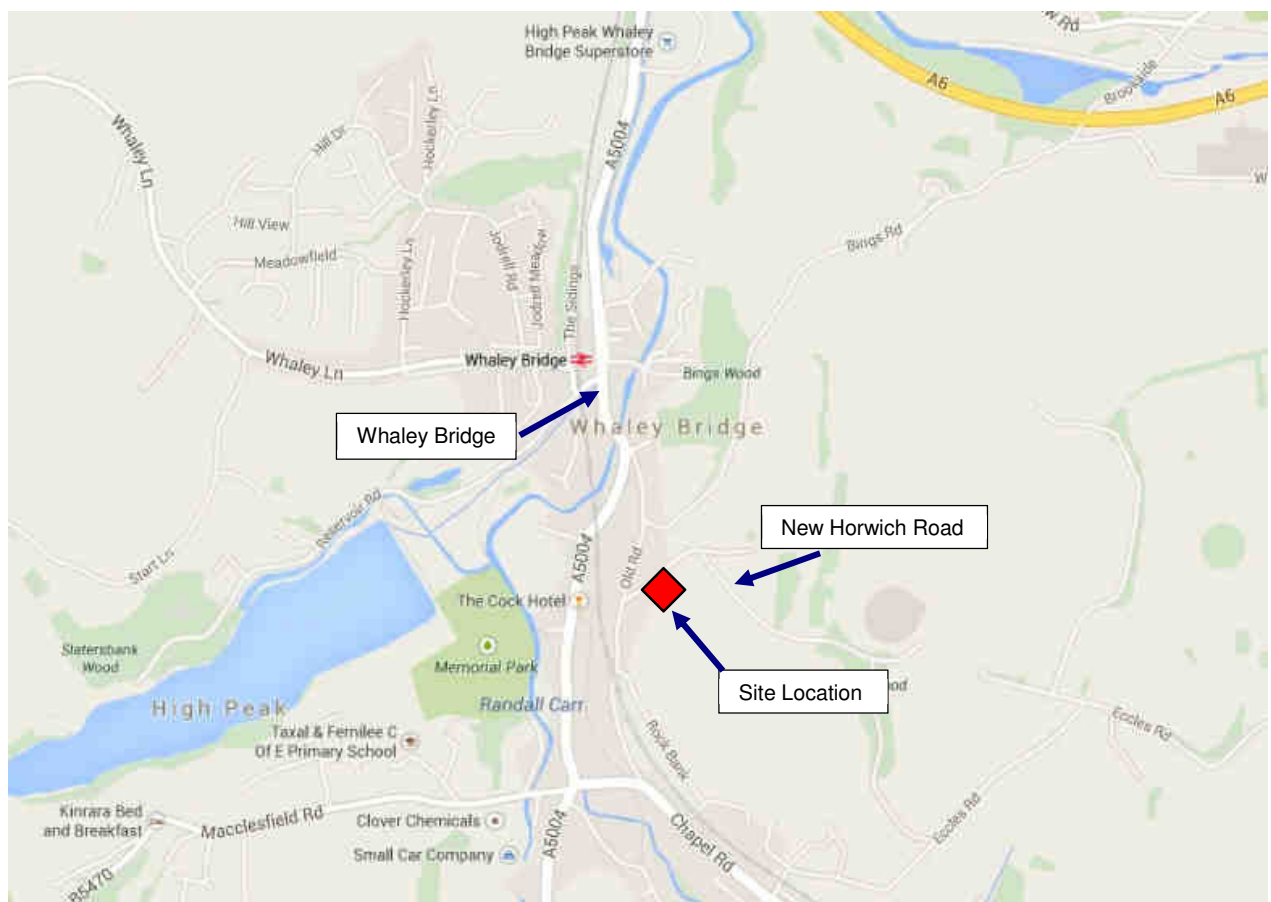
## Proposed Residential Development

### New Horwich Road, Whaley Bridge

SMcGS/GMS/14211/TN01 – 11 December 2014

1. Planning permission is being sought for a residential development on land accessed from New Horwich Road, towards the south of Whaley Bridge village.
2. SCP have prepared this Technical Note to advise the local planning and highway authority, High Peak District Council (HPDC) and Derbyshire County Council (DCC) on the suitability of the proposed access and highway arrangements for the proposed development.
3. The location of the site is indicated in **Figure 1** below.

**Figure 1 - Site Location**



Source: © Google Images 2014

4. The site is currently undeveloped land which is bound by residential properties to the east and west of the site. The site fronts onto New Horwich Road to the north with further open land to the south of the site.



5. New Horwich Road is a single carriageway road with a varying width of between 4.5m and 5m. Residential properties are accessed directly off New Horwich Road along the northern carriageway edge. New Horwich Road terminates in a private access 120m to the east of the site location. To the west it forms a priority controlled junction with Old Road, circa 30m to the west of the site.
6. There are no footway provisions along New Horwich Road with a footway along the western edge of Old Road. Old Road links north to Whaley Bridge town centre and south towards Horwich End. There are traffic calming measures in place along Old Road in the form of speed cushions.

#### Accessibility

7. Parking by residents occurs along both New Horwich Road and Old Road. The site is within a good location for enabling residents to access the village centre by sustainable modes of travel. There is a convenience store including a cash point 350m from the site entrance. Further into the village there are bars, restaurants, a take away, and a number of independent retail stores. Further north is the post office and Rail Station which are both a 550m walk from the proposed site access.
8. There are also a number of primary schools within the area, the nearest being a 600m walk due to the rail lines transecting the village.
9. The topography is as expected within the peak district but it is considered that those wishing to live within the area will be familiar with this and the short distance to travel to local amenities will ensure that the walking and cycling will be an attractive mode of travel for short journeys. There is also a bike repair shop within the village which is circa 330m from the site.
10. The nearest bus stops to the site are located on Chapel Road to the south of the site. There are regular bus services seven days a week with a maximum frequency of 30 minutes on one service with the remainder being hourly. The bus services provide access to Macclesfield, Congleton, Disley, Buxton, Chapel-en-le-Firth, Stockport and Manchester Airport.

#### Road Safety

11. The accident data for the area within the vicinity of the site for the most recently available three year period has been acquired from the DfT. The data demonstrates that there have been no accidents recorded within the vicinity of the site on either New Horwich Road or Old Road. A summary of accidents by location within the Whaley Bridge area is included in **Figure 2** below.

Figure 2 – Accident Location Plan



Source: © Google Images 2014

12. On the basis of the above information it is considered that road safety is not a material concern in the context of the proposed development.
13. A speed survey has been carried out on New Horwich Road on both approaches to the proposed site access location. The survey was carried out in dry conditions and readings taken during off peak hours. The observed 85<sup>th</sup>ile wet weather design speed is 13.8mph and 15.3mph, eastbound and westbound respectively. According to the Manual for Streets, this equates to a stopping sight distance requirement of 16m in both directions taking into account the change in gradient.
14. Due to the proximity of the site to the junction of New Horwich Road and Old Road a speed survey was also carried out along Old Road. The observed 85<sup>th</sup>ile west weather design speed is 10.8mph and 12.1mph, northbound and southbound respectively. According to Manual for Streets, this equates to a stopping sight distance requirement of 10m in both directions taking into account the change in gradient again. Both visibility splays can be achieved from a distance

of 2.4m x 28m with a 1m offset from the kerbside. The visibility splays are indicated in **Appendix 1**.

#### Proposed Development

15. The planning application is for a proposed residential development of up to 6 dwellings, with vehicular access taken from New Horwich Road. It is proposed that the new access will be a simple priority junction with a carriageway width of 5.5m and a footway of 2.0m provided along the eastern side of the carriageway. The proposed site layout plan is included within **Appendix 2**.
16. The access road has been designed in accordance with guidance provided by the highways officers DCC, with a gradient of 1:14 for the first 5m within the site with the maximum gradient within the site of 1:10.
17. Vehicular parking will be provided at a rate of two spaces per dwelling and will be included within the individual curtilage. In addition five parking spaces will be provided along the site frontage to replace on street parking which would otherwise be removed by the creation of the site access. This parking will also be available to site visitors and local residents.
18. The proposed site layout will allow for service vehicles including a refuse vehicle to access the site, turn and return to the highway in a forward moving gear. The current arrangement on New Horwich Road does not provide this facility and forces larger vehicles to reverse along the length of New Horwich Road.
19. The ability to turn the vehicle on site will provide a safety benefit to the greater area and not just the proposed development.
20. In order to assess the potential traffic impact from the proposed development a traffic count was undertaken on New Horwich Road. Given that New Horwich Road terminates, the traffic flows are considered to be residential movements only. A total of 4 vehicles were recorded arriving at New Horwich Road with a total of 10 vehicles departing during the AM peak hour. The trip rates, based on a total of 23 dwellings along New Horwich Road equates to 0.17 vehicles (per dwelling) arriving in the AM peak hour and 0.43 vehicles (per dwelling) departing during the AM peak hour.
21. This equates to a total two-way movement of 4 vehicles in the AM peak. It is anticipated that the level of traffic during the PM peak will be of a similar magnitude albeit with a greater number arriving than departing, however, still with the two-way movement resulting in 4 vehicles.

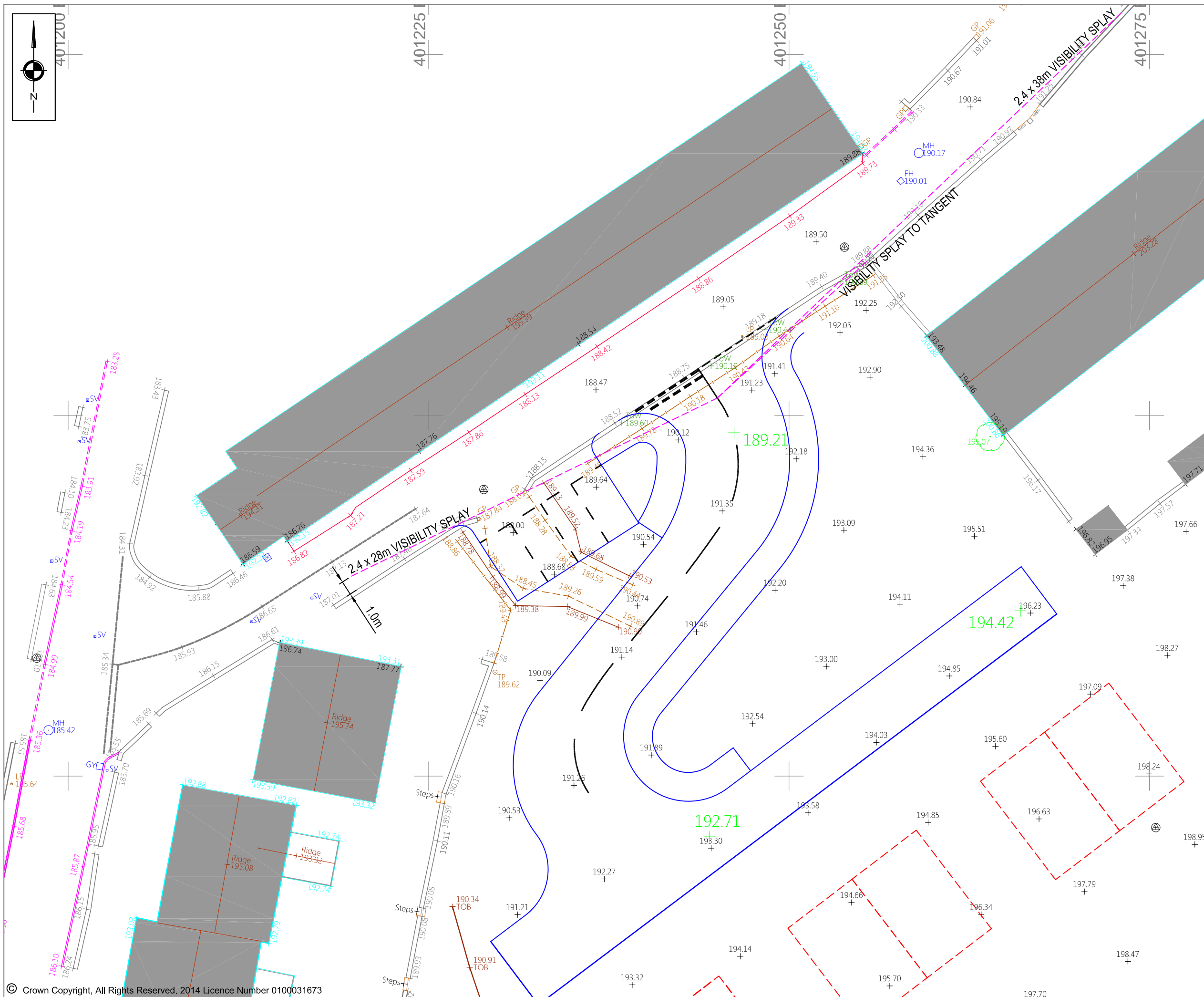
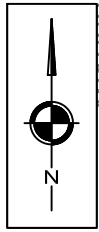
22. The level of expected traffic generation from the proposed development is not considered to be material. The resulting flows equate to approximately 1 additional vehicle every 15 minutes.

### Conclusions

23. Given that there are no safety concerns on the local highway network and the required design visibility can be achieved in an area of low speeds and low traffic flows, it is considered that there are no traffic or highway reasons for not granting planning permission.

**S|C|P**

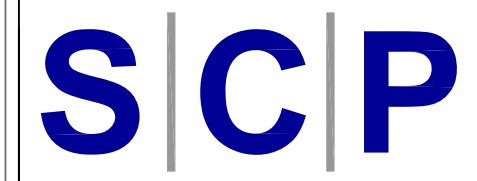
**APPENDIX 1**



NOTES

REVISIONS

REV	DESCRIPTION	DATE	BY
A	ACCESS ROAD REVISED TO SUIT ARCHITECT'S COMMENTS	05.09.14	FJT



Transportation Planning : Infrastructure Design  
2 Mount Street, Manchester, M2 5WQ, Tel 0161 832 4400, Fax 0161 832 5111  
www.scptransport.co.uk, Email info@scptransport.co.uk

Client Name:  
**HALL DALE PROPERTY**

Project Title:  
**PROPOSED RESIDENTIAL DEVELOPMENT, NEW HORWICH ROAD, WHALEY BRIDGE**

Drawing Title:  
**POTENTIAL SITE ACCESS ARRANGEMENT**

Drawn By:	FJT	Date:	08.09.2014
Checked:	GMS	Scale:	1:250 @ A3
Status:	PLANNING	Approved/Unapproved:	-

Drawing No.	SCP/14211/F01	Rev.	A
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**S|C|P**

**APPENDIX 2**





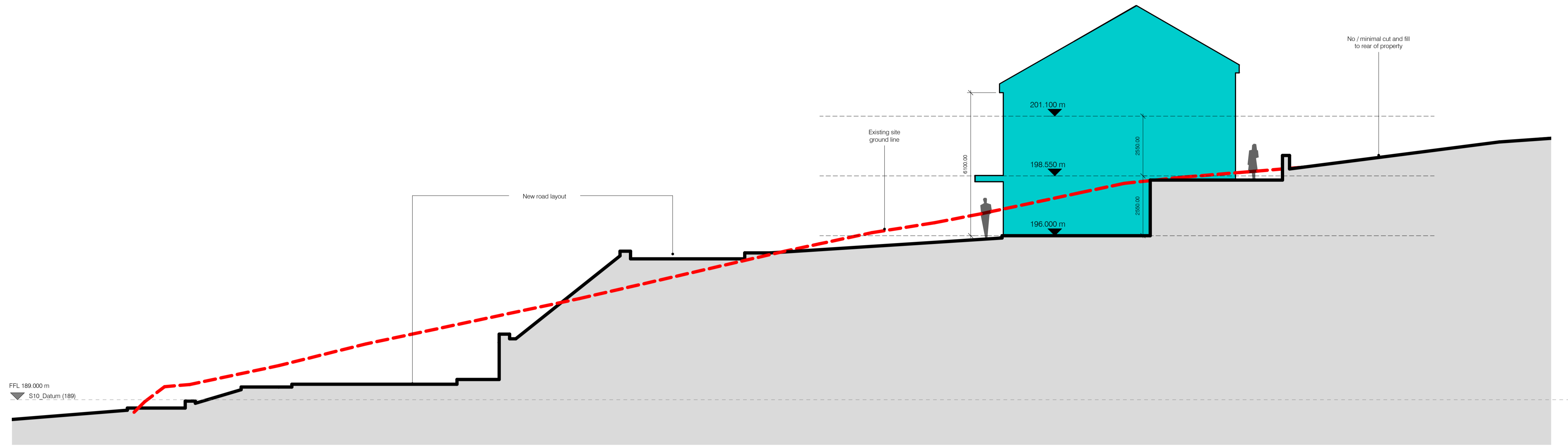
Proposed Schematic Site Plan  
1:200

Rev	Description	Date	By
B	Updated following client review	27/09/14	PH
A	Updated following further design development	18/09/14	PH

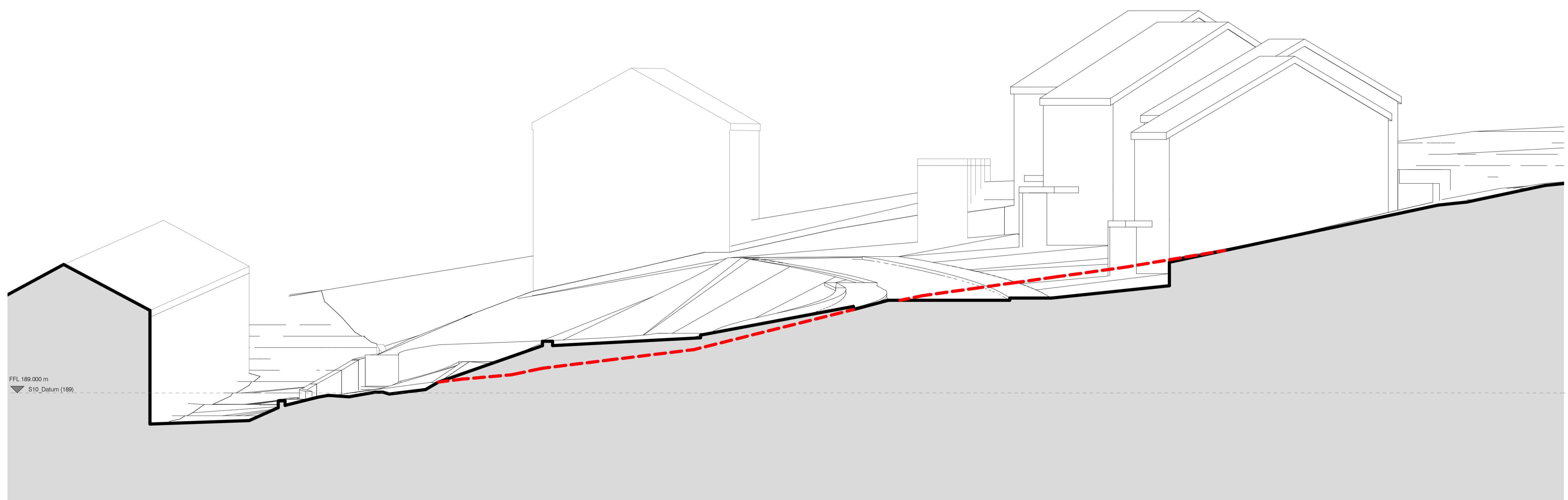
**peakarchitects**  
65 Filders Cl, Bamford, Derbyshire S33 9BZ 07730 789131 [www.peakarchitects.com](http://www.peakarchitects.com)

Project <b>0001-031</b> Development at New Horwich Road	
Client Undisclosed	
Status Information <input checked="" type="checkbox"/> Comment <input type="checkbox"/> Approval <input type="checkbox"/> Tender <input type="checkbox"/> Construction <input type="checkbox"/> As-Built <input type="checkbox"/>	
Drawing 03-002 <b>Proposed Schematic Site Plan</b>	
Revision <b>B</b>	Date 12/09/14
Scale 1:200 @ A1 / NTS @ A3	

**Information**



Indicative Plot Site Section A-A (Based on Plot 01)  
1 : 100



Indicative Overall Site Section B-B  
1 : 100

Rev	Description	Date	By
A	Updated following client review	27/09/14	PH
26/09/14			

**peakarchitects**  
65 Filders Ct, Bamford, Derbyshire S33 9BC 07730 789131 [www.peakarchitects.com](http://www.peakarchitects.com)

Project	
0001-031	
Development at New Horwich Road	
Client	
Undisclosed	
Status	
Information	Comment
<input type="checkbox"/>	<input type="checkbox"/>
Approval	Tender
<input type="checkbox"/>	<input type="checkbox"/>
Construction	As-Built
<input type="checkbox"/>	<input type="checkbox"/>
Drawing	
03-003	
Indicative Site / Plot Schematic Sections	
Revision	A
Date	18/09/14
Scale	
1:100 @ A1 / NTS @ A3	

Information