

High Peak Borough Council
Buxton Town Hall,
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SK17 6EL

23/12/14

Access statement for the proposed Staggered T junction at Hope Street Old Glossop.

Introduction – This access statement has been produced to inform the invested authorities of the implication of the proposed junction. The proposals seek to create a staggered T junction where Hope Street and Hawkhead Road meet, with the ultimate aim of providing access for up to 10 dwellings. Hope Street is between 4.6m and 5.8m wide and is fronted by terraced properties on the southern side with no off street parking. Hope Street turns into Wesley Street and runs south for 140m, where it meets Shepley Street at a priority junction.

The new junction to the site has been design with principles that accord with the manual for streets guidance. The proposal has been designed as a raised tabled junction to reduce the speed of traffic through the immediate area. As the proposal is to serve a maximum of 10 dwellings, the carriageway width has been reduced to 4.8m with a 2.0m footpath on the West side and a 600mm margin along the East side. Upon further development of the site, a scheme allowing for a suitable turning area for a refuse vehicle will be included. This will form part of a separate application. The raised table design, and provision of a 2.0m footpath will allow for safer pedestrian and cyclist movements across the junction. Car speeds are not particularly fast along Hope Street at present, and the raised table will reduce speeds even further.

Visibility from the proposed junction (measured to the nearside kerb line) can be measured to achieve a maximum of 16m on plan. In reality there are parked cars along Hope Street that push the passing traffic out into the road, this makes it possible to achieve visibility nearer 22m. In this instance the parked cars will not obstruct visibility, but will allow for greater visibility. As this junction will form part of a wider proposal, it should be noted that any future residential proposals will allow for off street parking for all new homes, with a minimum of two car parking spaces per dwelling. This will help to mitigate the potential for an increase in cars parked on the public highways, in particular Hope Street. This will help to maintain the safe operation of the proposed junction.

Potential for increased traffic and the impact on the surrounding junctions is negligible for a proposal of 10 dwellings or less as identified in the transport assessment carried out by SCP in January 2013. The level of traffic generated will not impact on the capacity and safe operation of any junctions in the vicinity of the proposal.

I hope the above information is sufficient for your needs.

Yours sincerely

Ryan Brookes.

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