

Mr R Weaver  
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**Mike Ashworth**  
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Our ref: HDC/NK/57349  
Your ref: HPK/2016/0021  
Date: 1 March 2016

Dear Mr Weaver,

**Proposed Residential Development  
Land at Lambgates Lane, Hadfield**

I refer to the above application that has recently been forwarded to this Authority for highway comments.

The submitted details indicate a proposed development of 7no. residential units on a site currently afforded with planning consent for 5no. dwellings. Although the access road is substandard to current recommendations in terms of both construction and geometry to cater for the level of development proposed, it's noted that the extant permission was granted on the basis of 'like for like' vehicle trips for those lost from the previous use of the site.

According to information submitted in association with the earlier, consented, application, the previous use of the site generated around 41no. vehicle trips per day. I would expect a development comprising of 7no. 4 bedroom units to generate in excess of this figure however it's unlikely that the increase would be so significant that safe operation of the access road would be any more compromised than would be the case with development as consented.

The proposed Site Layout Plan demonstrates provision of a 1.8m footway on the development side of Lambgates Lane with a retained carriageway width of 4.8m. Whilst not maintained by this Authority, Lambgates Lane does form a part of the route of a Public Right of Way therefore the applicant will need to enter into an Agreement under Section 278 of the Highways Act 1980 with the Highway Authority in order to implement these Works.

Although not demonstrated on any details submitted to this office, I would expect the cul-de-sac junction and private off-street parking spaces to be provided with exit visibility splays of 2.0m x 33m to the nearside carriageway channel in each direction. I would suggest that the applicant is requested to submit additional details demonstrating suitable exit visibility sightlines particularly from the parking spaces located to the rear of Plots 1, 5, 6 & 7. Please note that parking spaces should not be located in advance of exit

visibility from adjacent spaces/ accesses. Aisle widths to the rear of parking spaces should be 6.0m and use of the spaces located at the end of the cul-de-sac would involve reversing vehicles in the region of 20m to/ from Lambgates Lane. The applicant may wish to consider creation of a shared driveway comprising parking clear of manoeuvring space served via a dropped kerb crossing of the proposed footway in place of a cul-de-sac with kerbed entry/ exit radii and a segregated footway.

Car parking should be provided on the basis of 3no. spaces per 4/4+ bedroom dwelling, each space being of 2.4m x 5.5m minimum dimension with an additional 0.5m of width to any side adjacent to a physical barrier e.g. wall, hedge, fence, etc. It would appear that the proposals are deficient to these recommendations in both number and dimension of proposed off-street parking spaces.

Notwithstanding the above, the site is somewhat remote from the publically maintained highway and it's considered unlikely that any overspill parking would extend so far as to affect safe operation of the existing network.

Therefore, subject to the applicant submitting additional details to satisfactorily address the above issues, should you be minded to approve these proposals, it's recommended that the following Conditions are included within the Consent:-

1. No development shall take place including any works of demolition until a construction management plan or construction method statement has been submitted to and been approved in writing by the Local Planning Authority. The approved plan/statement shall be adhered to throughout the construction period. The statement shall provide for:
  - Parking of vehicles of site operatives and visitors
  - routes for construction traffic
  - hours of operation
  - method of prevention of debris being carried onto highway
  - pedestrian and cyclist protection
  - arrangements for turning vehicles
2. Unless otherwise approved in writing by the Local Planning Authority, the development shall not be commenced until a detailed scheme of highway improvement works for the provision of a footway, together with a programme for the implementation and completion of the works, has been submitted to and approved in writing by the Local Planning Authority. No part of the development shall be brought into use until the required highway improvement works have been constructed in accordance with the approved details. For the avoidance of doubt the developer will be required to enter into a 1980 Highways Act S278

Agreement with the Highway Authority in order to comply with the requirements of this Condition.

3. The premises, the subject of the application, shall not be taken into use until space has been provided within the application site in accordance with the approved application drawings for the parking/ manoeuvring of residents/ visitors vehicles, laid out, surfaced and maintained throughout the life of the development free from any impediment to its designated use.
4. No part of the development shall be occupied until details of arrangements for storage of bins and collection of waste have been submitted to and approved by the Local Planning Authority. The development shall be carried out in accordance with the agreed details and the facilities retained for the designated purposes at all times thereafter.

In addition, the following Notes may be included for the information of the applicant:-

- a. Pursuant to Section 278 of the Highways Act 1980, no works may commence within the limits of the public highway without the formal written Agreement of the County Council as Highway Authority. Advice regarding the technical, legal, administrative and financial processes involved in Section 278 Agreements may be obtained from the Strategic Director of Economy Transport and Environment at County Hall, Matlock (tel: 01629 538658). The applicant is advised to allow approximately 12 weeks in any programme of works to obtain a Section 278 Agreement.
- b. The application site is affected by a Public Right of Way (Footpath number 89 Glossop on the Derbyshire Definitive Map). The route must remain unobstructed on its legal alignment at all times and the safety of the public using it must not be prejudiced either during or after development works take place. Advice regarding the temporary (or permanent) diversion of such routes may be obtained from the Strategic Director of Economy Transport and Environment at County Hall, Matlock (tel: 01529 580000 and ask for the Rights of Way Officer).
- c. Car parking provision should be made on the basis of 3no parking spaces per 4/4+ bedroom dwelling. Parking spaces should measure 2.4m x 5.5m and be provided clear of any areas dedicated to manoeuvring of vehicles.

Yours sincerely

Highways Development Control

Copy to:- K Barton – potential S278 (by e-mail)