

From: [Glen Donaldson \(Place\)](#)
To: [Steven Gunn-Russell](#)
Cc: [Planning \(HPBC\)](#)
Subject: HPK/2022/0456 Dinting Vale - perpendicular parking
Date: 05 July 2023 19:25:38
Attachments: [image001.png](#)
[image002.png](#)
[image006.png](#)
[image004.png](#)

Hello Steven.

There is no specific guidance within the existing (a) Design Guide (6C's), updated (b) Design Guide/Standard Advice which are both in draft form and HPBC (c) where the following is provided:

- a. States: *'Off-street car parking shall be designed for convenient access to frontages. Wherever possible, off-street car parking shall be directly overlooked by the property which it serves for security reasons and to encourage users to utilise the facilities provided. Parking provisions that are not overlooked are strongly discouraged'*
- b. States: *'All car parking should be provided off-street. Provision must be made to enter and exit in a forward gear on roads with high levels of vehicle flow. In/out drive arrangements are only permitted where space allows for manoeuvring within the site and does not rely on the use of both accesses, full visibility is required at both accesses. Car parking spaces must be delineated to maximize occupancy and courteous behaviour, which may not otherwise be achieved through errant parking' and 'Parking spaces dimension shall be 2.4m x 4.8m. For dwelling houses an addition 0.9m width should be applied to give extra space for egress by less mobile persons as suggested by Homes for Life. Where the parking space is in front of a garage the space length should be increased to 6m to allow space for the garage door to be opened.'*
- c. Mentions bay sizes and amount, but no design options.

However, looking at the drawing extract below:

- a. The size of the bays are still to be assessed.
- b. Plots 60 to 62 may be an issue as they will be reversing in or out of the bay on a bend in the road.
- c. No sight lines have been shown.
- d. The creation of one long dropped kerb to access the cluster of parking spaces could be an issue in terms walking or cycling over a long distance before passing the row of vehicles.

Regards

Glen Donaldson | Project Engineer | Highways Development Control

Place | Derbyshire County Council

County Hall | Matlock | Derbyshire | DE4 3AG

Tel: **01629 535544** | Ext: **35544**

E-mail: ete.devcontrol@derbyshire.gov.uk



CONTROLLED

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe

Hi Glen,

Thanks for this, that will be helpful as the PPA requires the applicant to confirm their position in writing by Friday.

Quick question as I was about to email you anyway... I note that the revised design includes several sections where there is a large number of perpendicular parking spaces adjacent to each other (including one x6 section, and two x5 sections), potentially an issue for pedestrian safety? Does Highways have any issue and what is the HPBC requirement on this?

CONTROLLED
