

From: [Glen Donaldson \(Place\)](#)
To: [Planning \(HPBC\)](#)
Subject: HPK/2023/0118 Land at Hole House Mill Marple Road Chisworth
Date: 10 July 2023 15:42:58
Attachments: [image001.png](#)
[DN.HPK.2008.0721.pdf](#)
[DN.HPK.2012.0007.pdf](#)

NEW APPLICATION: HPK/2023/0118

LOCATION: Land at Hole House Mill Marple Road Chisworth

PROPOSED DEVELOPMENT: Demolition of existing mill outbuildings and conversion/erection of 25no. dwellings with associated car parking, landscaping and highways works.

The above application has been forwarded to this Authority for highway considerations and I have the following comments to make :-

The County Council note a previous pre-application for this site under reference PAD/2019/0042 where the following HA response (dated 13 May 2020) was provided which I have numbered for clarity:

'I refer to your request for comments on the attached together with previous discussions and correspondence/ applications for development of the above site. It's noted that planning Consent has been granted previously for 22no. dwellings and office units.

The current enquiry relates to 32no. proposed residential units.

- 1. In order to satisfy Highway Authority recommendations, the site access and internal road layout should comply with the advice contained within the Delivering Streets and Places design guide. Whilst the new estate streets aren't to be offered for adoption to be maintained in the future at public expense, given the nature and scale of development to be served, their geometry should meet adoptable criteria.*
- 2. The access is to take the form of a dropped kerb crossing of a new length of footway and the quoted exit visibility sightlines are acceptable – the full extent of the sightlines will need to be demonstrated on an accurate topographical survey base. However, a carriageway of 4.5m width with 1.0m width footway to one side only is substandard to the currently recommended 5.0m carriageway with 2.0m width footway on at least one side and a minimum overall corridor width of 7.5m.*
- 3. Suitability of the proposed layout for use by a Large Refuse Vehicle of 11.6m length should be demonstrated by means of swept path analysis including passing a private car travelling in the opposite direction at the access with Marple Road.*
- 4. Beyond the access, forward visibility of 15m minimum should be available around bends with the internal junction and all private driveways/ parking spaces provided with 2.4m x 25m exit visibility sightlines.*
- 5. Off-street parking should be provided at a level satisfying your own Authority's standards, each space being of 2.4m x 5.5m minimum dimension (2.4m x 6.5m where in front of garage doors) with an additional 0.5m of width to any side adjacent to a physical barrier e.g. wall, hedge, fence, etc. and adequate space behind for manoeuvring. Single and double garages should be of 3.0m x 6.0m and 6.0m x 6.0m internal dimension to be included as a part of off-street parking provision. It's recommended that the views of the local refuse collection service are sought with respect to suitability of the proposals for their purposes. Areas for standing of waste bins on collection days should be provided clear of the proposed footways in order to reduce the likelihood of obstruction.*

Whilst the above may not be exhaustive, any formal application for the development proposals as suggested should be accompanied by details to satisfactorily address the above issues.'

It is noted the latest application is for 25no dwellings and I offer the following HA response to the above points:

Point 1:

I assume the '*planning Consent has been granted previously for 22no. dwellings and office units*' refers to HPK/2008/0721 and HPK/2012/0007 (both Decision Notices attached), but apart for the reference to the HA response above being provided in the submitted Transport Statement (TS), no information has been provided in the TS or Design and Access Statement (D&AS) whether the access road is to remain private and what maintenance measures are being put in place. Swept path analysis has been provided in drawing TS (4051-SP01), but only show tracking at the entrance and the turning head and not within the internal layout.

Point 2:

Section 3.3.2 of the TS states: '*As can be seen on the plan, the access has a carriageway width of 5.5 metres, with a 2 metre footway on each side that will tie into existing provision on Marple Road*', but no pedestrian crossing points shown at the junction with Marple Road.

Point 3:

See point 1 above.

Point 4:

The '*Proposed Site Access*' drawing has been provided within the TS is acceptable, but the '*Visibility Splay*' drawing is unclear (no measurements shown on the purple line on each bend).

Point 5:

Section 3.2.3 of the TS is acceptable as it states: '*Car parking across the site will comply with the Councils' current car parking standards and a turning head is provided*', so can the LPA confirm this?

On a footnote, the initial HA Point 5 above mentions: '*each space being of 2.4m x 5.5m minimum dimension*', but this should read 2.4m x 4.8m.

The County Council would wish to see the highway issues addressed prior to determination, however, should the LPA be minded to approve the application in its current form we would be grateful if the LPA could reconsult the Highway Authority so that consideration can be given to formulating appropriate Conditions/Notes which can be recommended to be appended to any consent issued.

Regards

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