

From: [Glen Donaldson \(Place\)](#)
To: [Simpkin, Rachael](#)
Cc: [Planning Comments \(HPBC\)](#)
Subject: HPK/2022/0484 Land off Long Lane, Chapel-en-le-Frith. Derbyshire.
Date: 26 July 2023 12:01:38
Attachments: [image001.png](#)

NEW APPLICATION: HPK/2022/0484
LOCATION: Land off Long Lane South of Chapel-en-le-Frith High School Chapel-En-Le-Frith
PROPOSED DEVELOPMENT: Proposed glamping site, to include 10 glamping units, 5 units for facilities and covered parking for 10 cars

Hello Rachael.

The HA has been informed of the updated information (Design and Access Statement (D&AS July 2023) and Technical Note VB (TNvB)) relating to the above planning application (see initial HA response below dated 13 December 2022) Points 2 and 3 are mentioned in the submitted D&AS July 2023 and TNvB.

1. *'Information about the extent of the adopted highway should be checked, and advice can be sought via email:*
2. *Any Highway Authority (HA) correspondence relating to PAD/2018/0046.*
3. *Rationale behind not providing a passing place.*
4. *Is the footpath remaining on private land or is it being proposed to be dedicated to form part of the Highway Maintainable at Public Expense (HM@PE) or Public Right of Way (PROW) under a separate agreement?'*

Although the applicant has stated in the TNvB that the previously withdrawn application (HPK/2021/0388) will provide less traffic movements than the proposed as it was a Full planning application (including Change of Use of land) for 'High Peak Retreat' Luxury Glamping proposal for 15 Glamping units, 5 Motorcaravan pitches and associated facilities including activity Yurt at land off Long Lane, Chapel-en-le-Frith, the D&AS July 2023 says it was for 20 glamping units, but the planning portal states 15 glamping units, so this will need clarification.

However, it is now proposed to reduce the number of glamping units to 10, the removal of the Motorhome element and the provision of cycle and vehicle parking has been provided, so the only issue which remains is the status of Bank Hall Drive being a Public Right of Way (PROW), so I have BCC'd the County Council PROW team into this response to enable them to assess the updated information and provide appropriate comments, but the County Council would wish to see the 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 an appropriate response.

Regards

Glen Donaldson | Project Engineer | Highways Development Control

Place | Derbyshire County Council

Tel:

E-mail::



CONTROLLED

From: Glen Donaldson (Place)

Sent: 13 December 2022 12:50

To:

Cc: Simpkin, Rachael.

Subject: HPK/2022/0484 Land off Long Lane, Chapel-en-le-Frith. Derbyshire.

NEW APPLICATION: HPK/2022/0484

LOCATION: Land off Long Lane South of Chapel-en-le-Frith High School Chapel-En-Le-Frith

PROPOSED DEVELOPMENT: Proposed glamping site, to include 10 glamping units, 5 units for facilities and covered parking for 10 cars

Hello Rachael.

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

The County Council note that previous applications had considered glamping within the site and both are mentioned in the submitted Design and Access Statement (D&AS) namely:

PAD/2018/0046

Although above is mentioned in the D&AS, I am unable to find any information relating to the pre-application within the County Council internal records (albeit mentioned in the comments relating to planning application HPK/2021/0388), so do you have a record of the correspondence?

HPK/2021/0388.

This application was withdrawn and for a full planning application (including Change of Use of land) for 'High Peak Retreat' Luxury Glamping proposal for 15 Glamping units, 5 Motorcaravan pitches and associated facilities including activity Yurt at land off Long Lane, Chapel-en-le-Frith. Derbyshire and the following responses were provided by the County Council:

8th August 2021.

'I have examined the Technical Note provided by Singleton Clamp Partners on behalf of the applicant and require additional information to be provided before I can provide a full response. The Technical Note refers to forecast traffic flows generated from the proposed development. However, the forecast does not appear to be supported by any surveys or evidence to support the origin of these flows. Can the applicant please provide some context to the statements by making available any survey data and information about other similar sites that have been selected as being comparable to this one, as would be the case if TRICS data had been used.

Do the peak hour and total daily flow relate to weekday or weekend flows?

Given that this will be a holiday retreat, what are the flows likely to be on the days when drivers first arrive at the site i.e. on their first day?

Although the plans indicate areas that may have been set aside for parking within the site, neither the Technical Note, nor the plans indicate how many spaces are being provided within the site to accommodate car parking.

Can the applicant please provide an indication of how many parking spaces are being proposed and indicate their location on the plans?

The Technical Note states that 'cycling has the potential to replace trips made by other modes' and goes on to extol how accessible the site is by cycle. However, nowhere within the report is there any mention of the level cycle provision within the site.

Does the applicant intend to make cycles available for hire or to make provision for cycles to be temporarily stored within the site?

Can the applicant please clarify the statement?'

17th August 2021

'Having examined the information submitted as part of this application and, despite the absence of the information requested in my previous letter, I feel that I am now able to provide a formal response on this application.

Site appraisal

Access to this site is via a private road which runs between Long Lane and the site entrance, which is an estimate 160m in length.

The road serves a limited number of farms and dwellings, has a tarmac surface, and is in a good state of repair between the site and Long Lane.

It is a relatively narrow single-track road, with limited widening near the entrance and exit to the railway tunnel and has shared vehicle/pedestrian use, as it is also designated as a definitive footpath.

To make a judgement regarding the level of use of the existing road, a site visit was undertaken on 12 August 2021 between 10:25 and 10:55. During this period, at least 3 cars (excluding my own), a Morrison's delivery van, 2 cyclists and 2 pedestrians were observed using the access. When confronted with a vehicle traveling in the opposite direction, there was sufficient room at the entrance to the tunnel (near the site access) to allow an opposing car to pass. Passing places in between the site and Long Lane are not readily available and would require drivers to undertake a reverse manoeuvre to a point where two vehicles can safely pass one another. You may recall that the issue of passing places was raised at the pre-application stage where it was clearly stated that 'as a minimum ... passing places should be provided strategically along the track.' I am clearly disappointed that the applicant has chosen to ignore this request.

Why does the applicant need to provide a passing place?

As with all single-track roads, there will always be situations where opposing traffic may have to give way, pull over or reverse to a convenient point where two vehicles can pass. As was evident

during my site visit, this situation already presents itself and drivers find their own solutions to resolve the opposing conflicts. However, such conflicts are more manageable if passing places are provided at regular intervals. These would normally be placed at intervals of around 200 – 250m depending on the circumstances. It should be noted that the distance between the site entrance and Long Lane is estimated to be around 160m. Therefore, under normal circumstances, no passing places would normally be considered necessary. The reason for requesting a formal passing place is because the alignment of the road and presence of mature vegetation adjacent to the road, means that there is no clear line of sight between the site entrance and the junction of Long Lane. This means that Motorhome drivers would be committed once they enter and proceed along the passage and drivers would inevitably be faced with having to reverse back along a narrow road to allow the opposing drivers to pass. There is an area that could be utilised as passing place and in fact, the fences of the neighbouring properties have already been set back, suggesting that it was intended that this could be utilised by drivers who may need to pass. The area is a grassed verge and is therefore not designed to take the weight of heavier vehicles. As we are not aware of whether the applicant owns this land, a condition cannot be placed on its provision. However, if Motorhomes are to be allowed to utilise this access road, then our advice is that a passing place should be properly set out and constructed, sufficient to take the weight of these vehicles at this location.

Safety concerns. As stated previously, this is a private access which shares use with pedestrians who have a public right of way along the access. As such, the Highway Authority must also consider the safety of pedestrians using it.

The two main safety issues that need to be considered are:

- The danger from speeding vehicles, and
- The danger presented if pedestrians are unable to avoid conflict with passing vehicles.

It was clear from my site visit that the width of the road is narrow enough to keep vehicle speeds low but is wide enough to allow pedestrians to step out of the way of a passing car, albeit pedestrians have to step into wild grass areas or scrubland. This situation is no different, whatever the level of traffic using the road. However, the presence of larger vehicles increases the safety risk. As you will appreciate Motorhomes are wider than a standard car and hence, pedestrians may not be afforded enough room to step out of the way when they pass.

Consequently, the risk of injury to pedestrians is higher if larger vehicles use the road. It should be noted that my site visit confirmed that a large vehicle (i.e. a Morrison's delivery van) is already using the road, so this risk is already present even without the development. This is something that the Highway Authority cannot control but is still a concern that should be reduced and eliminated from the application. Taking all the facts into consideration, the sentiment expressed at the pre-application stage remain unchanged and our advice on this application is that a properly constructed passing place should be a requirement for this application, should the Planning Authority be minded to grant consent to this application. If the applicant is unable to deliver a passing place, the applicant may wish to consider removing the Motorhome element from the site, to overcome the concerns raised by the Highway Authority.'

However application HPK/2022/0484 has not shown the aforementioned on any of the submitted information, but has shown a 'NEW FOOTPATH TO BE CREATED ON APPLICANTS LAND FOR PEDESTRIAN USE', so is a footway being proposed to prevent the provision of the passing place and will the footpath remain on private land or is it being proposed to be dedicated to form part of the Highway Maintainable at Public Expense (HM@PE) or Public Right of Way (PROW)?

In summary, to allow the County Council to provide a formal response, the following is required:

1. Information about the extent of the adopted highway should be checked, and advice can be sought via email:
2. Any Highway Authority (HA) correspondence relating to PAD/2018/0046.
3. Rationale behind not providing a passing place.
4. Is the footpath remaining on private land or is it being proposed to be dedicated to form part of the Highway Maintainable at Public Expense (HM@PE) or Public Right of Way (PROW) under a separate agreement?

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/informatives which can be recommended to be appended to any consent issued.

Regards

Glen Donaldson | Project Engineer | Highways Development Control

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