

From:
To: HPK/2023/0232 - Highways Comments
Subject: 27 October 2023 16:54:27
Date: [image002.png](#)
Attachments:

See below DCC Highways comments in connection with HPK/2023/0232

James Stannard Planning Officer
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Please note that my working days are Monday-Thursday

From: Glen Donaldson (Place)
Sent: Friday, October 27, 2023 2:12 PM
To: Stannard, James
Subject: HPK/2023/0232 at Hillside Woolley Bridge

Planning Application Number: HPK/2023/0232
Application Address: Hillside Woolley Bridge Hadfield Glossop
Description of Application: Demolition of existing dwelling and garage with the creation of 7x new dwellings

Hello James.

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

On the 24 August 2023, the County Council sent the attached response to the LPA requesting copies of drawings numbers PL02 and PL03 which I have now been informed are on the planning portal to view.

However, on researching this site, the County Council internal records show a pre-application was made for 6 new dwellings in 2014 (PAD/2013/0006) and a summarised version of the County Council response was as follows:

1. *' the site will need to be served via a dropped kerb crossing of the footway and the access provided with exit visibility splays of 2.4m x 54m to the nearside carriageway in each direction.*
2. *....It's highly unlikely that the proposed road would be considered for adoption to be maintained by this Authority at public expense, however, the internal layout should generally comply with the recommendations of the 6C's Design Guide.*
3. *...Basically, the access should be of adequate width to enable two vehicles travelling in opposite directions to pass and be provided with a turning facility suitable for use by a Large Refuse Vehicle and I would suggest that the views of the local refuse collection company be sought with respect to the latter and, if they are satisfied that collections can*

be made from a point adjacent to the A57.

4. *...a turning facility of lesser dimension (demonstrated as suitable for use by swept paths for supermarket home delivery type vehicles) would be likely to be acceptable.*
5. *...A barrier to prevent surface water run-off from the site onto highway will be required, this normally takes the form of a dished channel leading to a soakaway or surface water drain.*
6. *...Parking away from the shared roadway/ manoeuvring areas should be provided on the basis of 2no. spaces per 3 bedroom dwelling, each space being of 2.4m x 4.8m minimum dimension.*
7. *...it unlikely that there would be a recommendation of refusal on highway Grounds of any formal planning application demonstrating an access and internal site layout complying with the above advice.*

I also note that in 2015 an application was submitted and approved for 2 dwellings under planning reference HPK/2015/0091 (see attached Highway Authority (HA) and Public Right of Way (PRoW) comments), with the recommended Conditions and Informative Notes being appended to the Decision Notice (although some have been slightly reworded) within Conditions 14 to 21 and the information relating to PRoW (Glossop Bridleway No 177) mentioned in the Notes.

The application is now for 7 dwellings and although it is policy of the County Council that ‘Any street which is being developed to serve six or more properties shall be capable of being laid out to a minimum standard, so that a street can be constructed which can be adopted as a highway maintainable at public expense’, it is clear to see from submitted drawing PL09 (attached) the access road levels do not conform to the Local residential Highway design guide (6C’s) as it requires 1 in 30 for the first 10m for a priority junction and 1 in 20 thereafter. It also applies different gradient for footways and cycleways, but in summary says 1 in 12 maximum, so the applicant also needs to consider “Inclusive mobility” and “LTN 1/20” both of which address key considerations to promote active travel and ensure that persons with protected characteristics are catered for.

As per planning Decision Notice HPK/2015/0091 (Condition 21) the streets will remain private and the highway authority may enter into planning obligations with the developer where it is advised that the Local Planning Authority requires a copy of the constitution and details of a Private Management and Maintenance Company confirming funding, management and maintenance regimes.

Therefore, in summary the following information is required before the County Council can provide a formal response:

1. Very few street lined trees have not been shown, so does this conform to NPPF 131?
2. No visibility splays have been shown onto Woolley Bridge.
3. No information has been provided regarding the extent of the Highway Maintainable at Public Expense (HM@PE). This information is valuable in determining if the visibility splays can be provided within the public highway or land within the applicants control (see point 2 above). The full extent of the HM@PE can be obtained by emailing:
4. The applicant will need to consult with the relevant refuse collection department to

ascertain details of what will be acceptable to them in terms of number and location of bins and means of access including the removal of specialist waste. Bin storage should not obstruct the private drive access, parking or turning provision. Additionally a bin dwell area should be provided clear of the public highway, private access, parking and turning for use on refuse collection days which is a suitable layout for use by a Large Refuse Vehicle (see attached commonly used refuse vehicle size, but the Refuse Authority will need to concur the type of vehicle used) and for planning purposes should be demonstrated by means of appropriate swept paths/turning head.

5. Without benefit of details printed to scale, it isn't possible to ascertain the width of the proposed road widths, so carriageways and footways should be shown and annotated to be a minimum carriageway width of 5m for a design speed of 20mph and 5.5m for 30mph design speeds plus 2m wide footway(s).
6. Off-street parking should be provided at a level to satisfy your own Authority's standards, each space being of 2.4m x 4.8m which should be increased in length to 6.5m where a space is in front of a garage. Single garages with minimum internal dimensions of 3m x 6m and any double garages 6m x 6m minimum dimension with an additional 0.5m of width to any side adjacent to a physical barrier e.g. wall, hedge, fence, etc.
7. Drawing PL03 shows vehicle access off Woolley Bridge (see extract below), but this is unacceptable as it will impede all highway uses (vehicle as well as pedestrians) due to reversing into or out of the parking space as well as impede the visibility splay of the proposed access road.



8. No information has been provided showing measures to prevent surface water run-off from entering the public highway from any areas at a higher level.
9. No information has been provided regarding any redundant vehicular and pedestrian accesses which should be permanently closed and reinstated as a full height kerb footway.
10. No pedestrian crossing locations or tactile paving shown.
11. Parking provision should be made in line with Appendix 1 of the High Peak Local Plan Adopted 2016.
12. Tracking should be provided for a supermarket delivery/ambulance type vehicle within the turning heads.

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 an appropriate response.

Regards

Glen Donaldson | Project Engineer | Highways Development Control

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