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Ask for Adrian Martin
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Our ref HPBC/2024/008383
Your ref HPK/2024/0217
Date 17 June 2024

Dear Mr Haywood

Application Ref: HPK/2024/0217
Proposal: Proposed two storey side extension comprising garage and bedrooms and loft conversion
Site: 33 Sterndale Moor
Buxton

I refer to the consultation on the above-mentioned application and I have the following comments to make.

The proposed garage does meet the recommended minimum internal dimensions for a single garage of 6m x 3m, therefore, the proposed garage is not considered suitable to accommodate a vehicle.

The application also proposes two additional parking spaces to the front and side of the dwelling, one in front of the proposed side extension/garage. Where parking spaces are provided directly in front of a garage, a minimum space of 5.5m is required in front of the garage door to allow a vehicle to park wholly within the site and for the garage doors to be opened. Whilst the highway authority does not recognise the proposed garage as a parking space due to its substandard length, the space in front of the garage is only some 4.8m. Therefore, there is insufficient space for a vehicle to park and for the garage to be accessible. This scenario has the potential for a parked vehicle to encroach on to the footway in front of the dwelling.

Regardless of the comments on the garage and parking space to the front of the garage, the proposed parking spaces will require the creation of a new access and the construction of a footway crossing in accordance with an application under S184 of the Highways Act; however, the footway includes tactile paving to assist pedestrians crossing the adjacent junction. Therefore, a vehicle entering the site to access the parking spaces would have to drive over the tactile paving which will inevitably cause damage to the paving. Due to the presence of the tactile paving, the construction of the footway crossing i.e. the S184 licence, would not receive approval from DCC for the

construction of the footway crossing. Therefore, even if planning consent is granted for the new access and parking spaces, the creation of the access will not be approved by DCC and there will be no legitimate means of accessing the spaces.

There are clearly some issues with the application and, even if planning consent is granted, the proposed access will not be granted permission under S184 of the Highways Act 1980 which would make the access, parking spaces and the garage redundant. The garage would only be suitable to be used as a store.

It is assessed that two parking spaces could be accommodated in the front garden instead of to the side of the dwelling which could be accessed by a suitable footway crossing. For the information of the applicant, if the applicant wishes to pursue an application to create a new access off Sterndale Moor some improvement to visibility in the north easterly direction will be required by removing or extensively trimming the boundary hedge/vegetation on the corner of the junction with the social club access road.

At this stage it is considered reasonable for the applicant to have the opportunity to amend the application to deal with the deficiencies highlighted, and the highway authority will reassess any revisions submitted; however, as submitted, the application is not considered suitable. If no revisions are submitted, the highway authority will make a formal recommendation to the application.

Yours sincerely

Adrian Martin
Highways Development Control