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Ask for: Adrian Martin
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Our ref: HPBC/2024/008945
Your ref: HPK/2024/0279
Date: 9 August 2024

Dear James Stannard

**TOWN AND COUNTRY PLANNING ACT 1990
(DEVELOPMENT MANAGEMENT PROCEDURE) (ENGLAND) ORDER 2015
ARTICLE 18 CONSULTATION WITH HIGHWAY AUTHORITY**

PROPOSAL: Proposed Two storey 3 bedroom dwelling

LOCATION: Land Adjacent Bank Lane, Tintwistle

APPLICANT: Mr Snape

The application proposes a new vehicular access to be created to Bank Lane to serve the proposed dwelling. As far as can be seen from the submitted plans, there is no mention of the visibility splays to be provided from the access on to Bank Lane.

A plan titled 'Existing and proposed Section and Streetscene' indicates '2m high columns' immediately adjacent to the neighbouring boundary and a new stone wall with shrubbery above for the remainder of the boundary treatment. A 2m high column or any boundary treatment above 1m in height, or 600mm in the case of vegetation i.e. shrubbery, will restrict emerging visibility from the access on to Bank Lane to virtually nil. Considering that Bank Lane is publicly maintainable highway, an access with nil visibility is not considered to be acceptable. The applicant is required to address this issue and provide a plan to indicate the emerging visibility splays in both directions on to Bank Lane; as a guide, the visibility splays will be required to be within controlled land and, considering the character of Bank Lane, be in the region of 2.4m x 15m in both directions. To achieve these visibility splays a more centrally located access may be appropriate.

Regarding the proposed internal layout, it is considered that the proposed parking provision of 2 vehicles is appropriate for the scale of the development and there is some space available for vehicles to turn within the site.

It is not clear how delivery vehicles will access the site without blocking Bank Lane. It is recognised that vehicle movements on Bank Lane are likely to be low when taking in to account the character of the road; however, as publicly maintainable highway, Bank Lane is open to all traffic, including cyclists and pedestrians. It is noted that there are hard surfaced areas on the southern side of Bank Lane adjacent to other dwellings which are assumed to provide additional parking facilities and potentially an area for visiting vehicles/delivery vehicles to turn. Whilst the blue line plan submitted with this application does not include control of any land on the southern side of Bank Lane, the applicant is requested to explore the provision of a similar surfaced area opposite the application site to provide an area for visiting or delivery vehicles an area to wait off the highway and also turn.

If the applicant can address the issues raised and submit the information requested, particularly the visibility splays at the site access, further comments and recommended conditions will be provided.

Yours Sincerely

Adrian Martin

Highways Development Control