

Head of Development Services
High Peak Borough Council
Town Hall, Market Place
BUXTON
Derbyshire
SK17 6EL

Highway Officer: Glen Donaldson
Our ref: HPBC/2024/008666
Your ref: HPK/2024/0231
Date: 27 November 2024

Dear Rosie Dinnen

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

PROPOSAL: Two storey rear extension, new parking space with access alterations, elevation changes comprising replacement windows and doors with rendered external wall insulation to sides and rear elevations, dormer loft conversion and photovoltaic panels to front elevation.

LOCATION: Cotherstone High Lea Road
New Mills

Derbyshire County Council, the Highway Authority (HA) acting in its role as Statutory Consultee has undertaken a full assessment of this planning application. Based on the appraisal of the development proposals the Highways Development Management Manager on behalf of the County Council, under Article 18 of the Town and Country Planning (Development Management Procedure) (England) Order 2015, note that on 9 July 2024, the HA asked the following question:

‘....based on the analysis of the information submitted, an explanation is required regarding the statement that the ‘alterations will improve visibility’ and (see extract from submitted drawing 4121-00-12 A below), no visibility splays have been shown.’

On 25 November 2024, the LPA sent a response which included drawing number 4121_00_16 which shows visibility splays of 2m x 45m in both directions.

So, as visibility is a cornerstone of highway safety, profoundly impacting driver decisions and response times. Insufficient visibility can precipitate accidents, particularly at junctions, crossings, and bends where clear sightlines are indispensable for anticipating hazards and navigating safely. Optimal visibility not only enhances safety but also enhances the comfort and efficiency of road users, facilitating smoother traffic flow and mitigating congestion. In the United Kingdom (UK), comprehensive guidance documents govern highway design, prominently among them the Design Manual for Roads and Bridges (DMRB) and the Manual for Streets 2 (MfS2). The choice between these guidelines typically hinges on road speed. The DMRB guidelines are apt for high-speed roads with an 85th percentile speed exceeding 60 km/h (37mph), while MfS2 is better suited for roads with an 85th percentile speed below this threshold.

However, the County Council Design Residential Guide 2024 states:

'4.8.2. Vehicle visibility splays (Y distances and Sight Stopping Distances) should be provided as defined as per Manual for Streets or DMRB depending on the nature of the access proposed. X distances should be measured from a 2.4m distance to ensure the vehicle bonnet does not protrude into the Highway. Proposals for new accesses with less than a 2.4m X distance will be resisted.'

Manual for Streets 2 (MfS2) states:

'10.2.5 The SSD figure relates to the position of the driver. However the distance between the driver and the front of the vehicle is typically up to 2.4m, which is a significant proportion of shorter stopping distances. It is therefore recommended that for assessments of SSD, an allowance is made by adding 2.4m to the distance calculated using the formula.'

Therefore, due to the location accessing onto a 30mph, an explanation to why an 'X' distance of 2m been shown and not 2.4m?

Yours Sincerely

Glen Donaldson
Highways Development Control