

From: [James Stannard](#)
To: [Planning Comments \(HPBC\)](#)
Subject: FW: HPK/2024/0496 Brown Edge Close, Buxton
Date: 03 January 2025 13:11:10
Attachments: [image001.png](#)

From: Glen Donaldson (Place)
Sent: 03 January 2025 10:33
To: James Stannard
Subject: HPK/2024/0496 Brown Edge Close, Buxton

NEW APPLICATION **HPK/2024/0496**
LOCATION **Land Off Brown Edge Close, Buxton**
PROPOSED DEVELOPMENT **Construction of 5 single-storey dwellings and associated works.**

Hello James.

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

I note the attached HA response to refused application HPK/2015/0471 relate to a private drive with improvements to the access (including visibility splay) which is why a Section 278 informative was provided at the bottom of the attached, but there is also a mention of the visibility splays not been provided correctly (see extract below).

The supporting Technical Note indicates that exit visibility in excess of the requisite 2.4m x 43m minimum can be achieved from the modified junction of Brown Edge Close with Brown Edge Road although this does not appear to have been annotated on any accurately scaled drawings forwarded to this office.

However moving forward, the County Council residential Design Guide has been updated and the following previously applied:

Delivering Streets and Places 2017 (existing Design Guide) gives adopted road requirements and the following wording on page 30: *'Generally, a street will be considered for adoption where it serves more than five dwellings.'*

The new Design Guide now applies:

'A private driveway can serve one or more properties, up to a maximum of 10, after which the traffic generated and number of turning movements associated with the driveway is considered sufficient for the access to be considered for adoption by the Local Highway Authority and therefore must accord with the design characteristics of a Pedestrian Prioritised Street, Informal Streets, or an Enhanced Street.

Unadopted Roads

Design Speed: Not Applicable.

Carriageway: When serving two or more properties can be of varying width, but must be a minimum of 4.1 metres for the first 15 metres behind the back of the carriageway to allow two vehicles to enter and leave simultaneously. Refuse collection points should be provided within 25 metres of the highway.

Access: The connection to the priority road shall be laid out as per a footway crossing, in accordance with Section 184 of the Highways Act, 1980, where applicable.

Footway: Part of the driveway.

Parking: All car parking should be provided off-street.

Gates: Set back 5m from the Edge of Carriageway, shall open inwards or be sliding.

Materials: Bound material for first 5m.

Drainage: No water discharges over the highway.'

However, the applicant has submitted drawing 6412 (P) 003 A (attached) for assessment, but again no visibility splays have been shown or provided in any other documents, so the County Council would wish to see the highway issue addressed prior to determination, however, should the LPA be minded approving the application in its current form we would be grateful if the LPA could reconsult the HA so that consideration can be given to formulating an appropriate response.

Regards

Glen Donaldson | Project Engineer | Highways Development Control

Place | Derbyshire County Council
County Hall | Matlock | Derbyshire | DE4 3AG

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