

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

Highway Officer: Adrian Martin
Our ref: HPBC/2025/011579
Your ref: HPK/2025/0101
Date: 14 April 2025

Dear James Stannard

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

PROPOSAL: Application for a variation of condition 2 in relation to HPK/2020/0558 to represent the construction methods, update interior layouts and elevational changes and provide higher quality elevation designs.

LOCATION: 57 New Mills Road, Birch Vale.

Derbyshire County Council, the Highway Authority 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 recommends that the application is **deferred** pending additional information.

Background

The application seeks consent to vary condition 2 (approved plans) and includes a revised access location and internal layout to serve the proposed dwellings.

Site Access/Internal Layout

The revised plan indicates a new access location further towards the junction with New Mills Road; however, the plan does not indicate any emerging visibility splays in either direction.

It is noted that the original consent required visibility splays of 2.4m x 25m to be provided in both directions from the access on to Morland Road. It is considered that the same visibility splays are required at the revised access location. The applicant should be made aware that visibility splays are to remain clear of any obstruction above 1m in height relative to the adjacent road level, or 600mm in the case of vegetation i.e. a hedge.

The revised access has a reduced width compared to the previously consented layout; the proposed access width is now 4.5m wide with an adjacent 1.2m wide footway. Whilst this is not ideal to fully allow two way vehicle movements, Morland Road has relatively low users with vehicle flows also being low and as such it is considered that a vehicle having to wait on Morland Road to allow another to exit would not have an unacceptable impact on highway safety.

However, a 4.5m wide internal access road would make it difficult for parked vehicles to manoeuvre out of the parking spaces without having to make numerous movements or use the footway. The standard space required to allow unhindered access to parking spaces is 6m to the rear of the parking space. As the entire internal access road is proposed to have a width of 4.5m, it is recommended that the entire 'road space' is of a shared surface which would increase the useable road width to 5.7m. Whilst still below the recommended width, a 5.7m width would be significantly better than 4.5m.

The proposed turning area does not appear large enough to allow a refuse vehicle to turn and it is assumed that refuse collection vehicles will not enter the site. However, there is no bin collection point identified near to the highway boundary to allow refuse to be collected. If the applicant intends for refuse vehicles to enter the site, swept path analysis will be required of an 11.6m refuse vehicle.

It appears that the site has a steep gradient. It is recommended that the whole site has a gradient no steeper than 1 in 20 to allow access for all users.

It is recommended that the above issues are addressed prior to the application being determined. If the applicant can submit a revised layout including the relevant information on visibility splays and access width, the LHA will review the revised layout and provide further comments.

Yours sincerely,

Adrian Martin

Transport Development Management