

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

Highway Officer: Glen Donaldson
Our ref: HPBC/2024/010194
Your ref: HPK/2024/0456
Date: 26 November 2024

Dear Rosie Dinnen

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

PROPOSAL: Erection of ancillary accommodation block

LOCATION: The Royal Oak,
11, Market Street,
Chapel-En-Le-Frith,
SK23 0HH

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 he submitted Design and Access Statement (D&AS) mentions the following: *‘Unlike in previous applications where the site, including a proportion of the car park, was proposed for disposal, the holiday apartments will be retained in ownership, ancillary to the Royal Oak. This means that the pub will not lose any existing parking spaces. When the apartments are occupied, parking will be available on the site and, when vacant, those spaces will be available for use by other staff or customers of the pub. In a town centre location, accessible by public transport, few local people visit the pub by car in any event.’*

The D&AS also mentions a previously refused application under reference HPK/2016/0232 (also dismissed at appeal) with the Appeal Decision Notice stating in Sections 5 and 6:

'5. At the time of my visit, Rowton Grange Road was heavily utilised for on-street car parking and featured traffic calming road humps. Parking is restricted by double yellow lines surrounding the site on both Market Street and Rowton Grange Road, and Market Street features some short stay parking bays. The Council have detailed that a build out at the junction of Rowton Grange Road and Market Street is also proposed.

6. The car parking provision proposed for the apartments falls below the adopted parking guidance by two spaces, as detailed in Appendix 1 of the High Peak Local Plan (April 2016) (LP). However, the site is in an accessible town centre location, having a bus stop outside the site, services located nearby, and being around 20 minutes' walk to the railway station. Furthermore, the appropriate level of cycle storage is proposed. The LP makes it clear that each proposal Appeal Decision APP/H1033/W/17/3166597 <https://www.gov.uk/planning-inspectorate> 2 should be considered in the context of its need for parking and its potential impact upon the local road network. In this case I consider that the minor shortfall in car parking spaces would not have an unacceptable impact upon the highway network.

Therefore, before the HA can provide a formal response, the HA the following questions require a reply:

- I. Why has the applicant indicated in Section 6 of the submitted application form that a new or altered vehicle/pedestrian access onto the public highway will be provided when no submitted drawings or plans have shown any alterations?
- II. Does no additional parking for the ancillary accommodation block adhere to Appendix 1 of the High Peak Local Plan?

Yours Sincerely

Glen Donaldson
Highways Development Control