

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

Highway Officer: Adrian Martin
Our ref: HPBC/2024/008933
Your ref: HPK/2024/0190
Date: 3 April 2025

Dear James Stannard

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

PROPOSAL: Demolition of existing dwelling and garage with the creation of 7 dwellings

LOCATION: Hillside, Woolley Bridge, Hadfield, Glossop SK13 2NX

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 **has no objection subject to conditions.**

Background

Following the initial LHA comments and then further interim comments on the proposed access layout, revised plans have been submitted which were received in correspondence dated 18th February 2025 from yourself.

You will also be aware that concerns were initially raised by National Highways relating to the potential conflict between the proposed development, in particular the creation of the new access and the increase in vehicle movements from the access on to the A57 Woolley Moor, and the consented major scheme to implement the Mottram Bypass which includes a major junction on to the A57 Woolley Moor further north of this application site.

You will be aware of the correspondence between the LHA and National Highways which resulted in National Highways accepting that any potential impact on the new operation of the major junction caused by the proposed development in this application would not be severe or which would warrant an objection to the application.

Site Access

The revised plans now indicate a 4.8m wide access road with a 1m wide footway/margin at a gradient of 1 in 20 for approximately the first 25m into the site. The remainder of the access road then increases in gradient to 1 in 12.

The proposed access widths and gradients meet with recommended guidance and are considered acceptable.

The proposed access is to be formed as a splayed footway crossing, as requested by the LHA, which will allow pedestrian priority for footway users on the adjacent highway.

It is considered that appropriate emerging visibility from the proposed access can be achieved in both directions within the existing public highway extents.

The proposed parking provision accords with LHA guidance for the number of bedrooms proposed per dwelling.

The internal access layout provides appropriate on site turning space to accommodate a large refuse vehicle. As the internal access roads are to remain private, the likelihood of a refuse vehicle entering the site is doubted. However, the turning space indicated on the submitted plans would be sufficient to allow all other vehicles to turn within the site, including a fire tender.

It is noted that there is no bin storage facility indicated on the revised plans. As it is unlikely that refuse collection vehicles will enter the site, it is recommended that the provision of a bin storage area is conditioned accordingly.

Conclusion

Based on the analysis of the information submitted and a review of Local and National policy the Highway Authority concludes that there would not be an unacceptable impact on Highway Safety or a severe impact on congestion. There are no justifiable grounds on which an objection could be maintained.

Conditions

The development hereby approved shall not be occupied until the access, parking and turning facilities have been provided as shown on drawing number P438 – 15 – 003 Rev A.

Reason: To ensure conformity with submitted details.

Prior to commencement of the development hereby permitted, details of a construction management plan shall be submitted to and approved in writing by the Local Planning Authority. The approved plan shall be adhered to throughout the demolition/construction period. The plan/statement shall include but not be restricted to:

- Parking of vehicle of site operatives and visitors (including measures taken to ensure satisfactory access and movement for existing occupiers of neighbouring properties during construction);
- Advisory routes for construction traffic;
- Any temporary access to the site;
- Locations for loading/unloading and storage of plant, waste and construction materials;
- Method of preventing mud and dust being carried onto the highway;
- Arrangements for turning vehicles;
- Methods of communicating the Construction Management Plan to staff, visitors and neighbouring residents and businesses.

Reason: In the interests of safe operation of the adopted highway in the lead into development both during the demolition and construction phase of the development.

The proposed access drive to the A57 Woolley Moor shall be no steeper than 1 in 20 for the first 25m from the nearside highway boundary and measures shall be implemented to prevent the flow of surface water onto the adjacent highway. Once provided any such facilities shall be maintained in perpetuity free from any impediment to their designated use.

Reason: To ensure conformity with submitted details.

The development hereby approved shall not be occupied until the existing vehicular access to the A57 Woolley Moor has been permanently closed with a physical barrier and the existing vehicle crossover reinstated as footway in a manner to be agreed in writing with the Local Planning Authority in consultation with the County Highway Authority.

Reason: In the interest of highway safety.

The development hereby approved shall not be occupied until details of arrangements for storage of bins on collection days have been submitted to and approved by the Local Planning Authority. The development shall be carried out in accordance with the agreed details and the facilities retained for the designated purposes at all times thereafter.

Reason: In the interest of highway safety.

Informatives

The Local Highway Authority has no objection to the above subject to the applicant obtaining a section 184 license. The construction of a new access will require the extension of a verge and/or footway crossing from the carriageway under the Highways Act 1980 - Section 184 and the Applicant is required to obtain the permission of Derbyshire Highways details can be found at www.derbyshire.gov.uk/transport-roads/roads-traffic/licences-enforcements/vehicular-access/vehicle-accesses-crossovers-and-dropped-kerbs.aspx or email highways before commencing any works on the highway.

Pursuant to Section 127 of the Highways Act 1980, no work may commence within the limits of the public highway to close any redundant accesses and to reinstate the footway without the formal written agreement of the County Council as Highway Authority. It must be ensured that public transport services in the vicinity of the site are not adversely affected by the development works. Advice regarding the technical, legal, administrative and financial processes involved in Section 127 Agreements may be obtained by contacting this Authority via email – The applicant is advised to allow approximately 12 weeks in any programme of works to obtain a Section 127 Agreement.

Yours sincerely,

Adrian Martin

Transport Development Management