

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

Highway Officer: Robert Smith
Our ref: HPBC/2025/011866
Your ref: HPK/2025/0123
Date: 25 April 2025

Dear James Stannard

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

PROPOSAL: Redevelopment of site to create 4 new dwellings, provision of new garage for existing bungalow, relocation of highway access and realignment of internal access road, together with associated works.

LOCATION: Rookery Farm, Chapel Road, Whaley Bridge SK23 7EN

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 site is located along Chapel Road on the outskirts of Whaley Bridge. The site currently comprises a mixed use for haulage, residential, vehicle maintenance and repair and agriculture.

The proposal will see the redevelopment of the site to create 4 new (4 bedroom) dwellings, a new garage to an existing dwelling and the relocation of an existing access and realignment of internal access road.

The site has been the subject of a pre-application consultation (PAD/2023/022), which the Highway Authority provided comments on 31st October 2023 and 8th March 2024.

Site Access

The site is located off Chapel Road, a classified road subject to a 50mph speed limit fronting the site.

A survey of vehicle approach speeds will be required to establish the visibility splay requirements at the proposed relocated access. Chapel Road is subject to a speed limit of 50 mph which, as a vehicle approach speed, would equate to a stopping sight distance of 149m. A desk top assessment indicates that visibility splays of 2.4m x 140m approximately are achievable in both directions from the proposed access point. Similarly, forward visibility will also need to be assessed to establish if right turning vehicles into the access have appropriate forward visibility through the bend to the northwest of the site. All visibility requirements being clearly demonstrated along their entire length on a suitably scaled plan.

The relocated access is currently proposed to be provided with radii kerbs, as the development is to remain private and to maintain pedestrian priority along the footway, the access should take the form of a dropped kerbed access. This should also prevent existing raised kerbs, associated with an adjacent bus stop, being impacted by the proposal.

Internal Layout

Within the site, the proposed layout is considered acceptable with sufficient parking and manoeuvring space being provided for all plots based on the submitted layout.

Yours sincerely,

Robert Smith
Transport Development Management