

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

Highway Officer: Adrian Martin
Our ref: HPBC/2025/011532
Your ref: HPK/2025/0075
Date: 7 May 2025

Dear James Stannard

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

PROPOSAL: Listed Building Consent for conversion to 3 dwellings, internal and external works, parking and landscaping (part retrospective)

LOCATION: The Stables and Coach House, Bowden Hall, Bowden Lane,
Bowden, Chapel-En-Le-Frith SK23 0QP

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 **refused**.

Background

The application proposes the conversion of existing outbuildings to three residential dwellings each with 4+ bedrooms.

It is not clear if the existing outbuildings have a specific use; however, it is assumed that they are ancillary to the main dwelling and are either used for storage or other similar use by the owner of the main residence.

Site Access

The site is accessed directly off Bowden Lane via two existing vehicular accesses. Both of the existing accesses are proposed to serve the proposed dwellings and associated parking spaces for each dwelling.

Taking in to account the nature and characteristics of Bowden Lane it is considered that each access achieves appropriate emerging visibility in both directions and both are of an appropriate width to accommodate the expected vehicle movements generated by the proposed dwellings.

Internal Layout

It is proposed to provide three parking spaces for plot one and two spaces each for plots two and three.

DCC's parking guidance recommends 4-5 bedroom dwellings be provided with three spaces; however, fewer spaces will be considered if there is evidence that parking will not be displaced. It is considered that there is space within the application site to accommodate some additional parking within the site should this be required.

Trip Generation

It is generally considered that residential dwellings will generate 6 to 8 movements per day. Considering the locality of the application site, the distance between the application site and local amenities, including bus stops and footways, and the general lack of opportunities for walking and cycling, it is considered reasonable to assume that trips generated by the proposed dwellings will be made by private vehicle; therefore it is considered that the proposed dwellings are more likely to generate a higher level of vehicle movements if not being totally reliant on using private vehicles to access all amenities.

Sustainable Travel

The site is located approximately 1m from the town centre of Chapel-en-Frith and the expected local amenities available within the town centre.

There is a supermarket (Aldi) and public house located some 800m from the application site; however there is no footway facility on Bowden Lane with the nearest footway being on the western side of the access/service road leading to the supermarket and PH.

Bowden Lane itself is a single width road with no footway provision and is not street lit throughout its whole length between the application site and the junction with the A6/A624.

It is also noted that pedestrians travelling from the application site to the supermarket and any other amenities would need to cross the A6/A624/Bowden Lane roundabout junction. This junction has no pedestrian crossing facilities and all pedestrians would need to negotiate the junction using the grassed verges on each approach to the junction. The lack of crossing facilities and footways at this junction present a clear barrier for pedestrians in negotiating the junction.

The nearest bus stop to the application site is located on Hayfield Road some 1200m southwest of the application site. As previously mentioned, the nearest footway facility to the application starts at the junction to the Lidl and public house access road, some 800m away.

National guidance recommends that bus stops are located 400m from buildings; however, in rural areas this can be extended to 800m. However, an important factor to consider is the accessibility of bus stops. In this instance, again as previously mentioned, the distance between the application site and nearest footway provision is some 800m with all pedestrians needing to cross the A6/A624/Bowden Lane roundabout junction to use the footway to then access the bus stop. Considering the clear difficulties faced by pedestrians in negotiating the roundabout junction to then be required to either walk in the road or the adjacent grassed verge to join the nearest footway, this situation is not considered conducive to encouraging occupants of the proposed dwellings to use or even consider using bus services.

The same conditions for pedestrians to access the footway network and local amenities also apply to cyclists with the same barriers significantly reducing opportunities for occupants of the proposed dwellings to choose sustainable travel options.

It is considered that the barriers faced by pedestrians and cyclists in accessing the highway network and all local amenities to the south of Bowden Lane would present a significant highway safety concern as well as presenting a significant barrier in travel choice for occupants of the proposed dwellings.

Conclusion

Based on the above comments, it is recommended that the application is refused on the following grounds:

The application would have an unacceptable impact on highway safety and would present significant barriers in prioritising sustainable transport modes and does not give priority first to pedestrian and cycle movements contrary to paragraphs 115, 116 and 117 of the NPPF. The application would also be contrary to policies S1 and CF6 in HPBC's Local Plan.

Yours sincerely,

Adrian Martin

Transport Development Management