

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

Highway Officer: Adeel Nawaz
Our ref: HPBC/2024/008560
Your ref: HPK/2024/0194
Date: 2 June 2025

Dear James Stannard

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

PROPOSAL: Full Planning Application seeking the construction of 3no. 3-bedroom, 3 storey townhouses following demolition to part of the boundary wall to Albion Road

LOCATION: LAND ADJ TO 208 ALBION ROAD
NEW MILLS
SK22 3JR

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

Application HPK/2024/0194, is seeking planning permission for the construction of 3 dwellings following demolition to part of the boundary wall at land adjacent Albion Road, New Mills, SK22 3JR.

For the purpose of clarity, the Local Highway Authority note this set of observations supersedes all previous comments issued by the LHA.

Pedestrian access to the property will be provided directly from the existing 1.5m wide footway on the northwestern side of the A6015 Albion Road. In addition, there is no off-street car parking to be provided for any of the residential properties.

The LHA consider the application site to be sustainably located, given it is within easy walking and cycling distance of New Mills town centre, as well as being located on a bus route and approximately 200m from New Mills New Town railway station. The town centre and public transport facilities are all accessible via the existing footway on the northwestern side of the A6015 Albion Road, which routes directly in front of the application site.

As such, the LHA are satisfied that no dedicated parking is provided as part of the scheme, given the sustainable transport credentials of the location. However, residents and visitors are highly likely to attempt on-street parking, regardless of the site's sustainable credentials. The proposed development could lead to uncontrolled parking in close proximity to the A6015 Albion Road/A6 Buxton Road signalised junction, which raises serious highway safety concerns.

The development frontage lies within the swept path of large vehicles, particularly HGVs, turning right from the A6 into Albion Road, and any parking in this location would obstruct these manoeuvres, potentially forcing vehicles into opposing lanes or blocking junction capacity.

As with adjacent terraced dwellings (Nos. 204–208), residents are likely to park directly outside their homes, where no restrictions currently apply. This would reduce the carriageway width directly in front of the junction. Parking could also reduce footway usability, affecting access for pedestrians, including those with limited mobility or pushchairs.

The constrained road geometry, coupled with informal parking and queuing at the junction, creates an unsafe highway environment. To mitigate the impacts arising from the proposed development, the LHA considers it necessary to implement a Traffic Regulation Order (TRO) along the site frontage and extending northeast past No. 208 Albion Road. This would include double yellow lines and a loading ban. In addition, restrictions would also be required on the opposite side of Albion Road to be effective; otherwise, displaced parking is likely to shift across the carriageway. Accordingly, the LHA recommends the inclusion of a Grampian condition, as set out below.

The applicant is advised that a Traffic Regulation Order (TRO) will be required. A scaled plan showing an indicative TRO scheme must be submitted, along with proposed timescales for the commencement and completion of the development.

It should be noted that the statutory TRO process is complex, involving formal advertisement and consultation on the proposed measures.

A minimum of six months should be allowed from the point at which the Highway Authority's TRO Team confirms that all necessary information has been received, to the point at which the TRO is formally advertised. TRO measures cannot be implemented until the Order has been sealed, and there is no guarantee of a successful outcome, as objections may arise during the process.

The Highway Authority cannot begin the TRO process until the appropriate fee has been paid. To arrange for the TRO to be processed, the applicant should contact the Highway Authority's Implementation Team at:
development.implementation@derbyshire.gov.uk

The applicant should also be aware that the costs associated with physical implementation, such as lining, signing, or resurfacing, are in addition to the TRO fee, which solely covers the administration and legal procedures required to prepare, consult on, amend, and seal the Order.

Conclusion

While the LHA recognises the site's sustainable location and accepts the absence of off-street parking, the potential for uncontrolled kerbside parking near the signalised junction presents a severe highway safety risk. However, the LHA are of the view the impact can be mitigated with the introduction of a TRO. As such the LHA have no objection to the proposals subject to the following conditions below.

Conditions

1. No development shall commence until a scheme for a Traffic Regulation Order (TRO), including proposed parking, waiting, and loading restrictions on the A6015 Albion Road, has been submitted to and approved in writing by the Local Planning Authority in consultation with the Local Highway Authority.

Reason: To restrict impact and harm until suitable mitigation is delivered.

2. No development shall take place until a traffic regulation order (TRO) relating to the prohibition of parking, waiting, loading and unloading at any time along the section of the A6015 Albion Road adjacent to and northeast of the development site has been implemented.

Reason: To restrict impact and harm until suitable mitigation is delivered.

3. 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;

Arrangements to receive abnormal loads or unusually large vehicles;

Methods of communicating the Construction Management Plan to staff, visitors and neighboring 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.

Yours sincerely,

Adeel Nawaz

Transport Development Management