

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

Highway Officer:
Our ref: HPBC/2025/01354
Your ref: 4 HPK/2023/0488
Date: 26 August 2025

Dear Rosie Dinnen

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

PROPOSAL: Proposed 15 dwellings

**LOCATION: Land At Burlow Road and Heathfield Nook Road
Burlow Road
Harpur Hill
Buxton
Derbyshire**

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

It is noted that previous LHA comments have been provided to previous proposed layouts for the proposed development which raised no objections to the the principle of the application.

Revised plans have now been submitted which reduces the proposed number of dwellings from 15 to 10 consisting of 7 no. 3 bed units and 3 no. 4 bed units.

It is also noted that the application site is served by an existing access road which serves a larger residential development site. The main access road is included in a S38 legal agreement for the road and the remainder of the estate roads to be adopted as publicly maintainable highway.

The applicant will need to amend the details in the S38 agreement to reflect the footway crossings which are to serve the proposed dwellings in this application.

The proposed layout includes an access to the main access road which will serve 4 of the proposed dwellings; this will remain private. It is considered that the width of this road and the achievable visibility splays are appropriate to provide a safe and suitable access.

The remaining dwellings are served directly off the main access/estate road. Whilst not shown on the plans, it is considered that visibility splays of 2.4m x 25m can be achieved from each of the individual accesses – the submitted landscape plan(s) indicate the areas adjacent to these accesses which are to be turfed. The maintenance of these visibility splays should be conditioned accordingly.

The proposed parking provision is generally in accordance with DCC's parking guidance; however, it is assumed that you will assess the parking provision against your own parking standards.

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 and parking and facilities have been provided as shown on the revised submitted drawing(s).

Reason: To ensure conformity with submitted details.

The development hereby approved shall not be occupied until visibility splays for each vehicular access are provided from a point 0.6m above carriageway level at the centre of the access to the application site and 2.4 metres back from the near side edge of the adjoining carriageway, (measured perpendicularly), for a distance of 25 metres in each direction measured along the nearside edge of the adjoining carriageway and offset a distance of 0.6 metres from the edge of the carriageway. These splays shall

thereafter be permanently kept free of all obstructions to visibility over 0.6m in height above carriageway level.

Reason: In the interests of highway safety.

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.

Yours sincerely,

Transport Development Management