

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

Highway Officer: Adrian Martin
Our ref: HPBC/2025/013534
Your ref: HPK/2025/0121
Date: 29 August 2025

Dear Stuart Talbot

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

PROPOSAL: Proposal to remove a section of the wall on Long Lane to create an opening for the driveway and parking area for the property.
(replacing the current driveway and parking)

LOCATION: Brook Cottage Long Lane, Chapel-En-Le-Frith

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 submitted plans make it very difficult to identify the exact location of the proposed access.

It is noted that the verge on the western side of Long Lane, the side on which the access is proposed, is narrow and there is extensive vegetation in the verge and overgrowing from the adjacent private land, which seems to be within the control of the applicant to some extent. It is also likely, however, that the required visibility splay in the northerly direction would cross uncontrolled land. In order to achieve acceptable visibility splays in both directions, it is likely that extensive trimming and/or removal of

this vegetation will be required (if the existing access is to be closed, the proposed access should be no worse than the existing in terms of its width and achievable emerging visibility splays, this also applies to the parking provision and turning space). However, it is difficult to assess whether the proposed access can achieve the requisite requirements without knowing the exact location of the access.

A plan identifying the exact location of the access, the achievable visibility splays in both directions from the proposed access and the visibility splays from the existing access is required to allow the LHA to assess the suitability of the proposed access.

On receipt of the required information, further LHA comments will be provided.

Yours sincerely,

Adrian Martin

Transport Development Management