

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

Highway Officer: Gemma Statham
Our ref: HPBC/2025/014915
Your ref: HPK/2025/0432
Date: 1 December 2025

Dear Stuart Talbot

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

PROPOSAL: A dropped kerb to be installed at the main front of our property to match our neighbours driveway, create new parking area and re-build boundary wall reduced in length

LOCATION: 12 Elvista Jones Street
Hadfield
Glossop

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**.

The Highway Authority has considered the above mentioned planning application for a new vehicular access at 12 Jones Street. It is noted that the property currently has an existing access onto Jones Street away from the junction.

The proposal seeks to introduce an additional access directly onto the junction of Jones Street and Albert Street. The siting of a vehicular access within the functional area of a junction is not acceptable. Such a location introduces conflicting turning movements at a point where drivers are already required to assess vehicle priorities

associated with the junction itself. This increases the potential for driver confusion and conflict between vehicles entering or exiting the access and those negotiating the junction movements.

Based on the 30mph speed limit of both Jones Street and Albert Street visibility sightlines of 2.4m x 43m would be required in both directions to the nearside carriageway edge, within controlled land.

Whilst no details have been submitted in the application on the achievable visibility from the proposed site access, an assessment of the achievable visibility is anticipated to be less than 12m in both directions due to the proximity of the adjacent third party controlled land and boundary wall and the applicants boundary wall which it is not proposed to alter and is over 1m in height.

Given the location of the junction, it is considered that vehicle speeds may be lower than 30mph, however, no details have been submitted to demonstrate the actual vehicle speeds and given the achievable visibility it is considered unlikely that appropriate sightlines can be achieved within controlled land. However, this does not overcome the fundamental issue of the access being positioned directly within the junction.

As submitted, the proposal would result in a new access with severely restricted emerging visibility in the immediate vicinity of a junction, leading to an unacceptable impact on highway safety. The development therefore fails to comply with the requirements of paragraphs 115 and 116 of the National Planning Policy Framework, which require development to provide safe and suitable access for all users and to avoid unacceptable impacts on highway safety.

On the basis of the above, the Highway Authority recommends that the application be refused for the following reason:

- 1. The proposed development, by reason of the severely restricted visibility at the site access and its location within close proximity to the junction of Jones Street and Albert Street, fails to provide a safe and suitable access and would result in an unacceptable impact on highway safety. The proposal is therefore contrary to paragraphs 115 and 116 of the National Planning Policy Framework.***

Yours sincerely,

Gemma Statham

Transport Development Management

Date Received	Case Officer	Reviewer	Date Issued
13 November 2025	Gemma Statham		1 December 2025