

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

Highway Officer: Amelia Williams
Our ref: HPBC/2025/015047
Your ref: HPK/2025/0462
Date: 11 December 2025

Dear James Stannard

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

PROPOSAL: 6 new dwellings with associated gardens and parking

**LOCATION: Gas Works Site Horwich End New Road
Whaley Bridge**

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.

The application seeks permission for six new dwellings with associated gardens and parking at the Gas Works Site, Horwich End, New Road.

It is noted that application HPK/2022/0468 has already been approved. If that approved scheme is implemented, it would conflict with the current proposal, as plots 3–6 shown in the submitted layout for this latest application, shown on drawing number 1892.PL11, could not be constructed.

At this stage, it is unclear whether the applicant intends to proceed with six residential dwellings as proposed in this application, or with the previously approved scheme for two commercial buildings. It is assumed that the LPA do not permit 'split

decisions' i.e. that part of one consent scheme and part of another can be implemented.

Nevertheless, the following comments relate solely to this latest application.

Car Parking

The car parking dimensions provided do not meet the guidelines required in the highway authority's Parking Guide for New Developments (PGND). For dwellings 3-6 the parking spaces have not included 0.9m of circulation space.

Revised parking details are required to ensure compliance with the highway authority's standards.

It is assumed that the LPA will assess the parking provision and space sizes against its own parking standards.

Cycle Parking

PGND section 4.7 stipulates that secure, covered cycle parking should be provided at a minimum rate of 1 space per bedroom.

GND section 4.5 confirms that cycle parking can be provided within garages subject to design and location.

Details are not shown but should be submitted.

Site Access

It is noted that on-street residential parking along New Road reduces the available carriageway width from two lanes to a single lane in places. However, given that the proposed dwellings will share an access with the existing engineer's workshop, the additional traffic generated by six dwellings is not expected to materially worsen current traffic conditions on New Road.

The access with New Road is considered to be of a suitable width to allow two way vehicle movements.

Sustainability

The site benefits from good sustainable travel options, with several bus stops located nearby providing access to public transport services. In addition, there are both proposed and completed cycle routes in the vicinity, some of which also function as shared footpaths, further enhancing connectivity for pedestrians and cyclists.

Refuse

As the site is to remain private, it is assumed that refuse collection vehicles will not enter the site and refuse collection will be made off New Road.

PGND 4.3.1 stipulates that consideration must be given to refuse vehicles and delivery access. Further details are needed to show how this will be undertaken.

Details for refuse collection must include:

- Where bin storage will be located
- The refuse collection process, private collection or otherwise, and where refuse collection will be collected from
- Should refuse collection vehicles agree to enter the site, it is recommended that evidence, through swept path analysis, is presented which shows that such vehicles can negotiate the access road and turn within the site.

Conclusion

In view of the above, the highway authority recommends that this planning application should not be determined until the applicant has submitted revised details which satisfactorily address the above issues. The highway authority will comment again following receipt of further information.

Yours sincerely,

Amelia Williams
Transport Development Management

Date Received	Case Officer	Reviewer	Date Issued
24 November 2025	Amelia Williams	AM	11 December 2025