

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

Highway Officer: Adrian Martin
Our ref: HPBC/2025/015263
Your ref: HPK/2025/0465
Date: 8 January 2026

Dear James Stannard

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

PROPOSAL: New agricultural building, new access track and associated engineering works

**LOCATION: RANDALL CARR BROOK FARM Manchester Road
Tunstead Milton
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.

Background

The application proposes the use of the existing field access off Manchester Road to serve the proposed building with a new or formalised track being laid between the access and the building.

Site Access

The existing access has substandard visibility in both directions, particularly in the westerly direction, due to the hedges/vegetation along the site boundary.

It is considered that the proposed building is likely to increase vehicle movements through the access compared to the current activity on the site; the increase movements are also likely to include additional tractor and trailer vehicles.

Manchester Road is subject to a posted speed limit of 50 mph in the vicinity of the site access. A vehicle approach speed of 50 mph requires a stopping sight distance of 160m which is not currently achievable from the access, again particularly in the westerly direction. However, evidence will be required, via a speed survey, to establish the 85th percentile wet weather vehicle speeds to determine an exact stopping sight distance which in turn will inform the visibility splays required from the access.

Without the evidence that the required visibility splays can be achieved from the access in both directions, it is likely that the LHA will raise an objection to the application.

In addition, a plan which indicates an appropriate turning area for the type of vehicles visiting the application site will also be required.

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

Yours sincerely,

Adrian Martin

Transport Development Management