

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

Highway Officer: Adrian Martin
Our ref: HPBC/2026/015945
Your ref: HPK/2026/0050
Date: 17 February 2026

Dear Stuart Talbot

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

PROPOSAL: Proposed first floor extension over garage and partial garage conversion

LOCATION: 11 , Peaknaze Close , Simmondley , Glossop , Derbyshire , SK13 6UN

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**.

Background

It is noted that the proposed extension will reduce the size of the garage and will increase the bedroom numbers from three to four.

There is space on the drive to accommodate two parking spaces.

DCC's parking guidance requires four bedroomed dwellings to have a minimum of three parking spaces; it is assumed that you will assess the parking provision against your own parking standards.

There does appear to be space to provide at least one additional parking space in the front garden and an increase in the parking provision would be beneficial to avoid additional road side parking.

However, in terms of assessing the parking provision at the property, the LHA must assess the potential impact of additional parking on the highway network. In this instance it is considered that a small amount of displaced parking would not have an unacceptable impact on highway safety when taking into account the nature and characteristics of Peaknaze Close.

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.

Yours sincerely,

Adrian Martin

Transport Development Management