

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

Highway Officer: Adrian Martin
Our ref: HPBC/2026/017061
Your ref: HPK/2026/0141
Date: 19 May 2026

Dear Rachel Simpkin

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

PROPOSAL: Full Planning Permission for the erection of 24 dwellings (Use Class C3), alongside access, car parking, landscaping and other associated works

LOCATION: Land At Miry Meadow, 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

It should be noted that the application site is served by an unadopted road and a private car park, presumably owned by HPBC.

The extents of the publicly maintainable highway ends at the junction of Eccles Road and Station Road. As such, the LHA's jurisdiction ends at that junction.

Station Road then serves a residential development (Miry Meadow) and other uses at the former station.

In effect, the proposed development will be served entirely off a private road and a privately owned or controlled car park.

Whilst Station Road and the proposed access through the car park are outside of the LHA's jurisdiction, it is considered appropriate to comment on the proposed access arrangements to ensure that a safe and suitable access is available for all users. To this end, the following comments are advisory.

Site Access

As previously mentioned, the proposed development is proposed to be accessed through the car park at the end of Station Road. The entrance to the car park is shared with another car park for the Co-op store. The road width does narrow at the car park entrance to approximately 5.5 metres, which is suitable to allow two way movements; however, it is evident that some traffic which exits the car park waits to allow another vehicle entering the car park and vice versa.

The application then proposes that the development site access follows a route through the car park and directly accesses the site through the aisle between the parking spaces. The aisle width is the standard 5.5 to 6m which allows parked vehicles to manoeuvre in to and out of spaces. However, this access route would be considered as a shared space being utilised by motorists using the parking spaces and those entering the development site, including pedestrians and cyclists.

DCC's guidance recommends that a shared space or pedestrian priority road layout consists of a minimum 4.1m wide carriageway and 2m wide footways on both sides. This cannot be provided without reconfiguring the current car park layout or by losing some of the spaces.

To provide a direct access to the development site between the parking spaces would potentially lead to conflict between the car park users and the occupants of the development site, especially for vulnerable users i.e. pedestrians and cyclists.

Without alterations to the aisle width and the parking spaces, there would also be no visibility achievable between those exiting parking spaces and those accessing the development site.

The proposed access arrangement does cause concern for the safety of all of the users of both the car park and the proposed development site.

As previously mentioned, the car park entrance narrows and has no designated footway within the car park after the footway on the northern side of Station Road. Pedestrians would be required to use the car park entrance alongside vehicles entering and exiting the car park and those vehicles associated with the development.

Whilst Station Road is not public highway, it is laid out as an adoptable highway with a suitably wide carriageway and footway on the northern side. There is also a margin on the southern side of the road.

The junction of Station Road, which leads to the car park and the development site and the other section of Station Road leading to the former station has restricted visibility, particularly in the southerly direction i.e. looking right at the junction, due to the overgrown hedge and the junction/road layout. Considering that the application proposes 24 dwellings, this will lead to additional movements through this junction with the potential for additional conflict.

There also no pedestrian crossing points at this junction.

Highway Safety

It is considered that the junction of Eccles Road and Station Road can accommodate the additional movements generated by the proposed development.

Internal Layout

The internal estate roads would not be considered for adoption as publicly maintainable highway; however, informal comments are offered as follows:

The internal roads consist of carriageway widths of 4.8m and 2m footways which would accord with DCC's guidance for the proposed scale of development. The proposed layout suggests areas of 'shared carriageways and footways'. The meaning of these shared areas is unclear as the layout provides separate carriageways and footways.

Swept path analysis is provided for both refuse collection vehicles and a fire tender. The refuse collection vehicle analysis does indicate that the vehicle would overhang the adjacent footways in some areas of the site but overall the vehicle can manoeuvre within the site.

As the site would remain private, should consent be granted for the application, it is not known if refuse collection vehicles would enter a private site. Should refuse collection vehicles not enter the site, bin collection areas would be needed outside of the development site.

It is also noted that the proposed internal layout indicates an access to adjoining land. It is not known if, or what, this adjacent land has any permitted uses. Should any application come forward for additional development, the likely additional traffic generated by additional development would need to be considered in line with the same assessment of the access arrangements for this current application.

The application proposes a total of 49 parking spaces for the 24 dwellings. This number is in excess of DCC's parking guidance for the number and type of dwellings proposed. It is assumed that you will assess the parking provision against your own standards.

Trip Generation

The proposed development is not expected to generate significant movements which would have an unacceptable impact on highway safety or where the residual cumulative impact would be severe.

Sustainable Travel

The application site is located within recommended walking and cycling distances of the town centre amenities and bus stops and as such the site is generally considered to be in a sustainable location with opportunities for non car modes of travel being available; this should be read in conjunction with the aforementioned comments on the concerns relating to the accessibility of the development site for all vulnerable users.

Whilst the above comments should be considered as advisory, due to the proposed development being some distance from the publicly maintainable highway and outside of the LHA's jurisdiction, you may wish to satisfy yourself that the proposed development and in particular the access arrangements are safe and suitable for all users.

Yours sincerely,

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Transport Development Management