

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

Highway Officer: Adrian Martin
Our ref: HPBC/2023/004587/R2
Your ref: HPK/2023/0118
Date: 21 May 2026

Dear Rachel Simpkin

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

PROPOSAL: Demolition of existing mill outbuildings and conversion/erection of 25no. dwellings with associated car parking, landscaping and highways works.

LOCATION: Land at Hole House Mill
Marple Road
Chisworth
SK13 5DH

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 subject to conditions.**

Background

The LHA have made a number of comments to this application and have asked for revisions mainly to the internal layout, visibility at the site access and to the parking provision.

The site access has previously been accepted by the LHA; however, after further assessing the visibility requirements it is considered that the visibility splay in the

easterly direction should be 2.4m x 65m as opposed to the 2.4m x 43m as indicated on the submitted plans. This does appear to be achievable and it is recommended that the provision of such visibility splays are conditioned.

The latest proposed parking provision indicates 56 spaces which is slightly below the number of spaces based on DCC's parking guidance. Whilst some on street parking may occur, it is considered likely that this can be accommodated within the site and is unlikely to be displaced on to the public highway; the development site is understood to remain private and would not be considered for adoption in any case.

Further to the last comments, which were submitted via email (there has been some additional correspondence since that time particularly on the parking provision), the stance of LHA remains, in that, it is considered that there are grounds for an objection to the application.

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.

Conditions

The development hereby approved shall not be brought into use until the parking and turning facilities have been provided as shown on the submitted drawing(s).

Reason: To ensure conformity with submitted details.

The development hereby approved shall not be occupied until visibility splays are provided from a point 0.6m above carriageway level at the centre of the access to the application site and 2.4 metres back from the near side edge of the adjoining carriageway, (measured perpendicularly), for a distance of 65m metres in each direction measured along the nearside edge of the adjoining carriageway and offset a distance of 0.6 metres from the edge of the carriageway. These splays shall thereafter be permanently kept free of all obstructions to visibility over 0.6m in height above carriageway level.

Reason: In the interests of highway safety.

Prior to commencement of the development hereby permitted details of a construction management plan shall be submitted to and approved in writing by the Local Planning Authority. The approved plan shall be adhered to throughout the demolition/construction period. The plan/statement shall include but not be restricted to:

- Parking of vehicle of site operatives and visitors (including measures taken to ensure satisfactory access and movement for existing occupiers of neighbouring properties during construction);
- Advisory routes for construction traffic;
- Any temporary access to the site;
- Locations for loading/unloading and storage of plant, waste and construction materials;
- Method of preventing mud and dust being carried onto the highway;
- Arrangements for turning vehicles;
- Methods of communicating the Construction Management Plan to staff, visitors and neighbouring residents and businesses.

Reason: In the interests of safe operation of the adopted highway in the lead into development both during the demolition and construction phase of the development.

Yours sincerely,

Adrian Martin

Transport Development Management