

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

Highway Officer: Jenny Rhodes
Our ref: HPBC/2026/018284
Your ref: HPK/2026/0270
Date: 25 August 2026

Dear Stuart Talbot

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

PROPOSAL: Erection of a single detached dwelling, with associated access, landscaping and all other works

**LOCATION: LAND BETWEEN 19 AND 21
DINTING VALE
DINTING
GLOSSOP**

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 **refused**.

The application proposes the construction of a 3-bed dwelling.

The application proposes two off road parking spaces, which are of a size that meets the requirements of DCC parking guidance. A manoeuvring area is also proposed to enable vehicles to enter and exit the site in a forward gear.

The application suggests that the site is served by an existing access to Dinting Vale; it is noted that the application form does not indicate the creation of a new access. This access is intended to be utilised to serve the proposed dwelling, albeit widened.

There is evidence of a gated access; however, it is disputed that this is an existing vehicular access and is more likely to be used as a pedestrian access. Whilst it is difficult to assess, it appears that the area behind the boundary treatment is filled with garden related items with no space for a parked vehicle. Additionally, there is no dropped kerb/footway crossing in front of the gap/access in the wall. As such, the application is considered to require the creation of a new vehicular access to serve the proposed dwelling.

Regardless of whether the access is new or existing, the LHA is required to assess the safety of the access in terms of achievable emerging visibility in both directions as well as the width and layout of the access to ensure that the access can safely accommodate the movements associated with the proposed dwelling.

Dinting Vale (A57) is subject to a speed limit of 30 mph which equates to a stopping sight distance (Y distance) of 43m which in turn informs the visibility splay requirements from a setback (X distance) of 2.4m. Therefore, based on a vehicle approach speed of 30 mph visibility splays of 2.4m x 43m are required in both directions from the proposed access. Whilst no speed readings have been submitted, it is considered that vehicle speeds on Dinting Vale at this location are realistically 30mph.

The required visibility splay of 2.4m x 43m could be achieved to the north-west of the proposed access. However, the neighbouring front boundary treatment would restrict visibility to the south-east to 15m from a 2.4m set back. This is significantly less than the required 43m and as such is not considered to be acceptable to the LHA. As the neighbouring wall is not controlled by the applicant, there are no means of making any improvements to the achievable visibility in the south easterly direction.

As submitted, it is recommended that the application is refused on the following grounds:

- 1. The proposed development would introduce vehicular movements onto Dinting Vale at a location where emerging visibility to the south-east is severely restricted. In the absence of sufficient land within the applicant's control to secure visibility splays to the required standard and having regard to the constrained width of the adjoining footway, the proposal would result in an unacceptable impact on highway safety through an increased risk of conflict between vehicles and other highway users. The proposal is therefore contrary to Policy TR6 of the National Planning Policy Framework (2026).***

If the applicant is able to provide evidence that the creation of the access could provide the required visibility splays of 2.4m x 43m in both directions and submit plans showing this, the LHA will reconsider the proposal. However, the LHA considers that this is unlikely to be achievable due to front boundary treatments on land not under the

applicant's control. Additionally, relocating the access further to the north-west is likely to result in the access interfering with the controlled pedestrian crossing in front of the north-western side of the site which would be considered unacceptable.

Yours sincerely,

Jenny Rhodes
Transport Development Management

Date Received	Case Officer	Reviewer	Date Issued
24 July 2026	Jenny Rhodes	AM/AN	25 August 2026