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Our ref: HPBC/2024/008788
Your ref: HPK/2024/0275
Date: 12 August 2024

Dear James Stannard

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

PROPOSAL: Proposed change of use of agricultural land to B2 general industrial use, construction of a single building for storage and processing of sand and stone aggregate products, ancillary office space, vehicular access and turning space for HGV's, staff and visitor parking and associated hard and soft landscaping works

LOCATION: LAND OFF Waterswallows Lane
Green Fairfield
Buxton

APPLICANT: Pennine Aggregates

The application includes a transport assessment which sets out the proposed use and the potential transport implications of the development on the highway network.

The proposed use falls in the B2 use classification; however, the operations carried out on both the existing site and proposed sites are specifically related to the storage and processing of sand and stone aggregate products; both sites also include ancillary office use as expected and research and development. Should consent be granted for the site it is considered that a condition is included in any consent for the operations carried out on the site to be specifically for the operations carried out at the site and not an open B2 use classification.

The TA describes the intention for the proposed facility to be an expansion of the existing facility with 50% of the staff numbers at the existing site being transferred to the new facility with the remainder of the staff being new. The applicant has confirmed that there is no intention to replace those staff transferred from the existing to the new facility.

The existing site operates a shift pattern which will be replicated at the new facility with associated vehicle movements generated by the new site reflecting these same shift patterns.

There are some anomalies within the TA around the existing and proposed vehicle trips, peak hours and net vehicle flows attracted to the existing and proposed facilities; however, when undertaking a separate analysis of the likely vehicle flows generated by the proposed unit, it is considered that the vehicle flows generated by the proposed facility will not have an unacceptable impact on highway safety or have a severe residual cumulative impact on the road network.

Regarding the requirement for the development to provide a travel plan, the TA concludes that a travel plan is not required due to the locality of the application site, the lack of staff travel options particularly due to the shift patterns operated on the site and that targets to reduce private motor vehicle use to and from the site would realistically have a minimal impact.

The sustainability of the site is a concern to the highway authority; however, it is recognised that the locality of the site and the shift patterns do pose issues for staff to travel to the site via sustainable transport modes e.g. bus, train, cycle or on foot with targets set out in a travel plan likely to have little impact in reducing private car trips generated by the facility. Having said that, the TA also comments that the applicant currently offers financial benefits for car sharing and the proposals will include cycle parking provision with shower and locker facilities. It is considered that a travel plan is still necessary to provide some control of the opportunities made available for staff at the proposed site to car/lift share and any other travel options including cycling. It is expected that 'light' travel plan be provided by the applicant and that the requirement to do so is conditioned accordingly.

The proposed site access, including visibility splays and access geometry, is considered to be appropriate to serve the development. The construction of the access will require authorisation by DCC under S278 of the Highways Act 1980.

The internal layout is also considered suitable to accommodate the on site parking provision proposed and manoeuvrability within the site.

Based on the aforementioned comments, there are no highway authority objections to the application subject to the following conditions being included in any consent granted:

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.

The development hereby approved shall not be occupied until the access, parking (including cycle parking) and turning facilities have been provided as shown on the submitted drawings.

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 160 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.

The Development hereby approved shall not be brought into use until the applicant has submitted a Travel Plan in writing to the Local Planning Authority that promotes sustainable forms of travel to the development site and for this to have been approved in writing by the Local Planning Authority. The submitted details include mechanisms for monitoring and review over the life of the development and timescales for implementation. The approved Travel Plan shall be implemented, monitored and reviewed in accordance with the approved details

REASON: To reduce vehicle movements and promote sustainable access.

Please also attach the following advisory note to any consent granted for the information of the applicant:

The development hereby approved includes the carrying out of work on the adopted highway. You are advised that before undertaking work on the adopted highway you must enter into a highway agreement under Section 278 of the Highways Act 1980 with the County Council, which would specify the works and the terms and conditions under which they are to be carried out.

Contact the Highway Authority's Implementation team at development.implementation@derbyshire.gov.uk allowing sufficient time for the preparation and signing of the Agreement. You will be required to pay fees to cover the Council's costs in undertaking the following actions:

Drafting the Agreement

A Monitoring Fee

Approving the highway details

Inspecting the highway works

Planning permission is not permission to work in the highway. A Highway Agreement under Section 278 of the Highways Act 1980 must be completed, the bond secured and the Highway Authority's technical approval and inspection fees paid before any drawings will be considered and approved.

Yours Sincerely

Adrian Martin

Highways Development Control