

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

Highway Officer: Adrian Martin
Our ref: HPBC/2025/010843
Your ref: HPK/2024/0481
Date: 17 February 2025

Dear Rachel Simpkin

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

PROPOSAL: Outline planning application for the construction of up to 110 dwellings, with all matters reserved (except principal points of access) including all associated ancillary works and engineering operations

LOCATION: Glossopdale Community College Lower Site, Talbot Road, 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 **has no objection subject to conditions and financial obligations.**

Background

The application is for outline consent for up to 110 residential dwellings including access with all other matters reserved. The application site formerly accommodated a secondary school until it was disused and demolished circa 2018. The site has been left vacant since the school was demolished

Site Access

The site is served by three existing accesses to Talbot Road consisting of two which serve as vehicle and pedestrian access and one which serves vehicles only. There is also a pedestrian only access off North Road which serves the western edge of the site.

The application proposes one new 'priority' access off Talbot Road with a width of 5.5m and 2m wide footways. The access is proposed to be provided with visibility splays of 2.4m x 43m in both directions. The Y distance of 43m is considered to be appropriate for the expected vehicle approach speeds on Talbot Road and is commensurate with the speed survey results included in the TA. It is also noted that there are two raised pedestrian crossing points/plateaus on Talbot Road which would assist in reducing vehicle speeds. It is considered that the proposed 'priority' access is acceptable to serve development on the site.

A new pedestrian/emergency access further east on Talbot Road is also proposed. This access appears to have a width of approximately 4.5m and has a 2m wide footway on the western side. Visibility splays of 2.4m x 43m are also considered achievable in both directions from the access along Talbot Road, although no reference is made to visibility splays in the TA or submitted plans.

However, it is not clear how this access is to be controlled for use by pedestrians/cyclists and/or emergency vehicles only. The TA comments that "There will also be opportunities to create new pedestrian and cycle accesses around the site onto Talbot Road and North Road, with the one off Talbot Road being also designed for emergency vehicle access." It is noted that the description of the application includes 'principle points of access', therefore, it may be that the applicants intention is for the pedestrian/emergency access not to be addressed at this stage and for details to be submitted at reserved matters stage, but this is not clear. This needs to be clarified by the applicant before further assessment and potential conditions are recommended on the layout and suitability of this access.

The application is references an existing pedestrian access on to North Road is to be retained to serve the application site; however, similar to the aforementioned comments, not details are provided of this access and it is assumed that this access point is intended to be considered at reserved matters stage. NB it is considered appropriate for this access point to be a shared pedestrian/cycle access and this should be assessed by the applicant when details are submitted and applied for.

All disused accesses to Talbot Road will require closure and reinstating as footway and this should be conditioned accordingly.

Highway Safety

The submitted TA includes an assessment of collision data in the vicinity of the application site. There are objections regarding the data submitted and analysis undertaken it is accepted that there is no evidence that the proposed development would have an unacceptable impact on highway safety.

Trip Generation/Sustainable Travel

With regards to the potential vehicular impact of the proposed development on the highway network, the LHA generally accepts the analysis undertaken and the conclusions reached in the submitted TA. It is considered that the application will not have severe residual cumulative impact on the highway network.

The application includes the submission of a Travel Plan and at the time of submitting these comments the analysis of the Travel Plan and corresponding comments have yet to be received from DCC's Sustainable Travel officer. However, these will be forwarded as soon as possible when they have been received.

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 occupied until the 'principle access' has been provided as shown on drawing VN232727 - D100.

Reason: To ensure conformity with submitted details.

The development hereby approved shall not be occupied until details of all other means of access for vehicles, pedestrians and cyclists have been submitted to and agreed in writing beforehand by the Local Planning Authority with the accesses being constructed and completed in accordance with the agreed details.

Reason: In the interest of highway safety.

The development hereby approved shall not be brought in to use until redundant accesses to the site off Talbot Road have been permanently closed in accordance with details to be submitted to and agreed in writing beforehand by the Local Planning Authority.

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;
- Arrangements to receive abnormal loads or unusually large vehicles;
- Highway Condition survey;
- 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.

Vehicle and cycle parking shall be provided prior to first occupation of each dwelling in accordance with details to be contained within the approval of any reserved matters permission. Such details shall include a scheme for enabling charging of electric plug-in and other ultra-low emission vehicles. Parking and charging points shall be maintained for this purpose thereafter.

Reason: To promote sustainable travel and healthy communities.

No individual dwelling in the development hereby approved shall not be occupied until sheltered, secure and accessible bicycle parking has been provided in accordance with details which shall first be submitted to and approved in writing by the Local Planning Authority. The storage area shall be maintained for this purpose thereafter.

Reason: To promote sustainable travel and healthy communities.

The Development hereby approved shall not be occupied until the applicant has submitted a travel plan in writing to the Local Planning Authority that promotes sustainable forms of access to the development site and this has been approved in writing by the Local Planning Authority. This plan will thereafter be implemented and updated.

Reason: To reduce vehicle movements and promote sustainable access.

Informatives

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.

All new streets must be tree lined as required in the National Planning Policy Framework. All proposed street trees must be suitable for transport corridors as defined by Trees and Design Action Group (TDAG). Details should be provided of what management systems are to be included, this includes root protections, watering and ongoing management. Street trees are likely to be subject to a commuted sum.

The development hereby approved and any associated highway works required is likely to impact on the operation of the highway network during its construction (and any demolition/site clearance required). You are advised to contact the Highway Authorities Network Management Team at www.derbyshire.gov.uk/transport-roads/roads-traffic/roadworks/roadworks.aspx before undertaking any work, to discuss any temporary traffic management measures required, such as footway, Public Right of Way, carriageway closures or temporary parking restrictions a minimum of eight weeks prior to any activity on site to enable Temporary Traffic Regulation Orders to be prepared and a programme of Temporary Traffic Management measures to be agreed.

Planning Obligations

Travel Plan monitoring fee of £6,325 is required to be included in a S106 agreement.

Yours Sincerely

Highways Development Control