

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

Highway Officer: Adrian Martin
Our ref: HPBC/2025/014995
Your ref: HPK/2025/0447
Date: 12 December 2025

Dear James Stannard

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

PROPOSAL: Outline application for up to 180 dwellings, public open space
and associated works (all matters reserved except access)

LOCATION: Land at Crossings Road, 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 **has no objection subject to conditions and financial obligations.**

Background

It is noted that the application is for outline consent including access, with all other matters reserved, for the construction of 180 dwellings.

Site Access

In terms of the proposed vehicular access to the site off Crossings Road, the proposed access arrangement is considered suitable to serve the site with appropriate emerging visibility splays being achievable in both directions commensurate with the vehicle approach speeds obtained in the submitted speed survey.

However, the submitted TA suggests that additional pedestrian, cycle and emergency accesses will be provided to the highway network with those details being dependent on the internal layout of the development. As the current application includes details of 'access', the details of all access arrangements i.e. pedestrians, cyclists and emergency service vehicles, should be included in this application to assess whether access for pedestrians, cyclists and emergency service vehicles are appropriate and can be achieved.

For instance, the TA suggests that pedestrian and cycle routes from the development site will link with Orchid Drive. There appears to be only one possible link with Orchid Drive which could, in theory, achieve a suitable link with the development site as the roads adjoining Orchid Drive are private. There is also an area of private land/open space between the adopted highway and the application site boundary adjacent to the turning head at the junction of Orchid Drive and Twayblade Crescent. It is not clear who controls this area which cause issues with creating a connection to the adopted highway.

It is recognised that additional pedestrian and cycle links are required in the TA; however, it is not clear if these links can be provided. The same applies to the provision of the emergency access. It is, therefore, considered that the only option is for the details of such facilities to be conditioned accordingly with the details being agreed with the LHA.

Trip Generation

The predicted trip rates generated by the proposed development have been agreed in pre application/scoping stage and are considered appropriate for the scale of the development.

Junction Modelling

The junction capacity analysis of the junction of Manchester Road and Crossings Road undertaken and submitted with the application is considered to be acceptable with no evidence of capacity issues at the junction arising from the additional vehicle trips generated by the scale of the proposed development.

Sustainable Travel

Comments have been received from DCC's Sustainable Travel officer on the submitted Travel Plan which are summarised as follows:

"Figures 1-1, 3-1 and 3-2 in the document are unclear; a revised document should be submitted with clear and legible figures.

Please note that the right to amend comments is reserved pending submission of a detailed site layout.

In the event of a S106, the following contributions are required, in line with the DCC's Developer Contributions Protocol:

- Travel Plan Monitoring fee: £2,000 pa x five years, total £10,000.
- Travel Plan Bond: 180 dwellings @ £570 per dwelling = £102,600."

A copy of the full comments on the submitted Travel Plan will be sent separately; however, at this stage, the submitted Travel Plan is considered unsuitable and requires revising.

It should be noted that the comments to the Travel Plan require improvements to bus stops in the vicinity of the application site. It is considered that the agreed improvements are undertaken by the applicant under legal agreement with the LHA i.e. S278 of the Highways Act 1980.

In terms of sustainable travel options, the application site is within recommended walking and cycling distances of local services and facilities with good access to the existing footways and controlled crossing facilities on Manchester Road.

However, considering the size of the development, the occupants of some dwellings will have further to walk to the nearest bus stops and local amenities which further raises the potential issues relating to the provision of the pedestrian and cycle links as commented on earlier.

Whilst the details of the internal layout is a reserved matter, the applicant should be made aware that the internal layout is expected to conform with the principles in DCC's Highway Design Guide (Planning Streets and Places) and DCC's Parking Guidance document (Parking Guidance for New Developments).

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 vehicular access to Crossings Road shall be 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 53 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 occupied until drawings of the offsite works comprising:

Improvements to the eastbound bus stop opposite Frith View, and the westbound stop opposite no. 74 Manchester Road.

have been submitted to and approved in writing by the Local Planning Authority; and the building shall not be occupied until those works have been constructed in accordance with the approved details.

Reason: To promote sustainable travel and healthy communities.

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

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.

The Development hereby approved shall not be occupied until the applicant has submitted to and had approval in writing from the Local Planning Authority a residential welcome pack promoting sustainable forms of access to the development. The pack shall be provided to each resident at the point of the first occupation of the dwelling.

Reason: To reduce vehicle movements and promote sustainable access.

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.

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.

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 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

Contributions of £10,000 (£2,000 pa x five years) for the Travel Plan monitoring fee and £102,600 for the Travel Plan bond (180 dwellings @ £570 per dwelling) in accordance with DCC's Developer Contribution Protocol are required to be made by the applicant in a S106 agreement.

Yours sincerely,

Adrian Martin

Transport Development Management