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Proposed Residential Development Hole House Mill

60742 Transport Statement

August 2025

Ian Millership

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CTS Traffic & Transportation Ltd.
Unit 14 Aqueduct Mill, Aqueduct Street, Preston, PR1 7JN
Tel: (01772) 251 400 Fax: (01772) 252 900
E-mail: enquiries@ctstraffic.co.uk Web-site: www.ctstraffic.co.uk

a. Data Quality Assurance:

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Report by: Ian Millership
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1. Introduction

This Transport Statement (TS) has been produced in support of a planning application for a housing development on a residential development at Holehouse Mill, Chisworth, near Glossop, Derbyshire.

This TS has been produced following current guidelines and drawing from available sources in order to understand the current background and likely impacts of the development which is being proposed.

It provides information on the traffic and transport planning aspects of the proposed development to provide the local planning authority and highway authority ability to positively determine this application. The local planning authority is High Peak Borough Council (HPBC) whilst the local highway authority is Derbyshire County Council.

Further chapters include:

- Description of area and its accessibility
- Transport Planning Policy Background
- Current traffic and transport generations
- Proposed Development, Trip Generation and highway safety review
- Impact and Conclusion

2. Description of area and accessibility

The site is located in Chisworth, some 4km south west of Glossop, 7.5km east of Bredbury and 6km south east of Hyde. The site is around 1.7 hectares (4.5 acres) and lies north of the A626 Marple Road, south of the River Etherow.

Local context
Marple Road at the point of access has a carriageway width of 6.5m with a footway of 1.5m on its western side (same side as the point of access).

Northwards, Marple Road becomes Glossop Road, connecting the site with Charlesworth village centre and residential areas. Continuing north via Gamesley it joins Dinting Vale, which eastwards connects the site to Glossop, and westwards to Woolley Bridge and Hollingworth. This provides access to the M67 at junction 4, by which the wider highway network and Greater Manchester can be reached.

Southwards Marple Road also becomes Glossop Road and then Lower Fold, connecting the site with Marple, Station Road, Stockport Road and Hazel Grove.

These links make the site well-connected to the local and wider highway networks.

Site Access
The site is currently accessed directly from Marple Road via an unmade track, fronted by a small group of cottages. This leads to a farmhouse and the former industrial Prisma Colour premises. Present vehicle parking and servicing is a yard to the south side of the site and access. Marple Road has limited street lighting and is a 30mph speed limit road, which begins westward at the entry to Chisworth village.

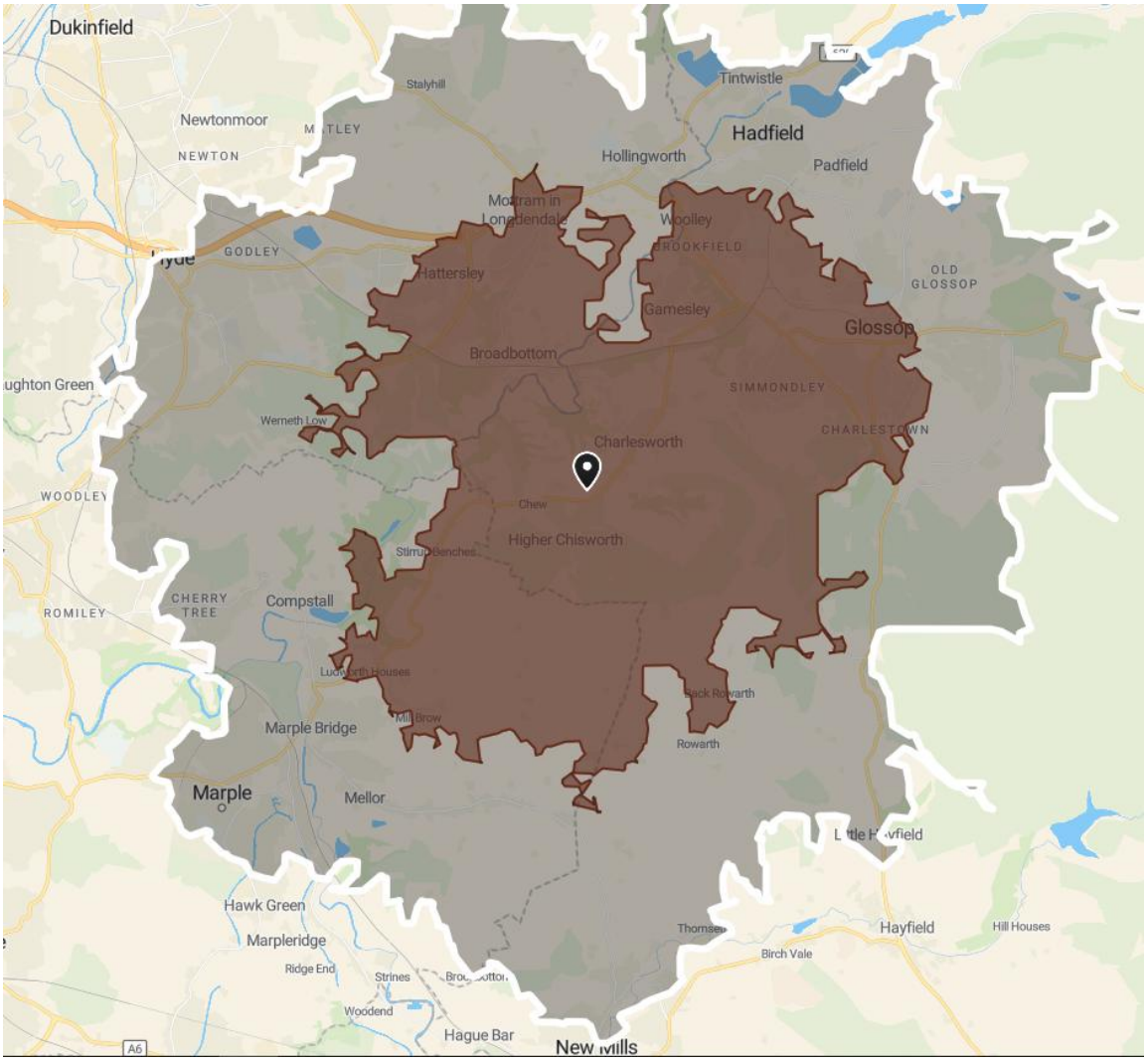
Public Transport Services and stops

The nearest bus stops are located 150m to 180m to the south of the site access on Marple Road. These stops are almost directly adjacent to the pedestrian access to the site. These stops are serviced by route 394, Glossop – Marple – Stepping Hill Hospital. This service operates every two hours between 07:00 and 17:00 Mondays to Fridays, with no Saturday or Sunday services provided. Journey times to Marple are nine minutes, to Glossop 18 minutes and to Hazel Grove, 22 minutes. This provides access by bus to employment, health and retail centres.

Marple railway station is 5km away, providing access to Sheffield and Manchester at up to five trains per hour, and is a 10-minute bus journey away, 8-minutes by car, 26 minutes by cycle and an 82-minute walk.

Cycle provision
New Mills Road and Marple Road to the north of New Mills Road are denoted as bike friendly roads. The Cycle Derbyshire Map shows Marple Road north of New Mills Road as a suggested touring route on a quieter road route, with New Mills Road an on-road cycle route.

The Cycling England document "Integrating Cycling into Development Proposals" advises that 'for short trips (cycle links) can give cyclists significant advantages over car users in terms of convenience and journey time…most cycle journeys for non-work purposes and those to rail stations are between 0.5 and 2 miles, but many cyclists are willing to cycle much further. For work a distance of five miles (8km) should be assumed". Another accepted industry standard is 5km, which can usually be undertaken in 12-15 minutes by cycle. The map below shows both 5km and 8km cycle distances from the site.



This demonstrates that Broadbottom and Glossop are within the lower threshold with Marple, Hollingworth and Hadfield in the larger area.

Current traffic levels
The site currently sees only small levels of traffic and has not been intensively used for many years.

Accidents
CrashMap was utilised to identify the last five years of confirmed collisions nearby. The period covered is the five year period 2017 to 2021. In that period in the study area there were just four recorded collisions. A review of the more recently added years 2022 and 2023 found no further accidents in the area in those further years. The table below summarises these:

Date	Severity	Light conditions	Weather	Road conditions	Accident description
27/5/17	Serious	Daylight	Raining	Wet/Damp	Car struck cyclist
12/12/19	Slight	Daylight	Fine	Dry	Van struck open door of another van
13/1/20	Slight	Daylight	Fine	Wet/Damp	Car hit object off carriageway
19/6/20	Slight	Daylight	Fine	Dry	Car turning right hit by one proceeding

The nearest, and most recent accident to the site is the June 2020 collision which occurred at the junction of Marple Road and Coombes Lane, resulting in three slight injuries to the driver and passenger of the vehicle turning right and to the driver of the vehicle passing along Marple Road.

The van door collision in 2019 was just further north on Marple Road near Dyson's Village Store, with the January 2020 incident further away, again on Marple Road, but to the west of Chisworth.

These all suggest no particular engineering issues or problems with the road network or junction layouts. The local highway network does not therefore have an unduly poor safety record, and it is therefore unlikely this situation will be materially worsened as a consequence of the development proposals. The proposals will not therefore change the characteristics or nature of the surrounding highway network and as such will not have a detrimental impact on overall road safety.

Current Traffic Regulation

As already noted above, the roads immediately surrounding the proposed development have no parking restrictions. Marple Road is a single, two lane road, with no real opportunity for on-street parking given its width.

Present latest car ownership

A review was undertaken using the latest detailed census data of local car ownership values. The nearest output area, covering Higher Chisworth, was considered, as well as values for High Peak and England overall. The area covered was E00099950.

The table below provides the detailed results by area:

	E00099950		**High Peak**		**England**	
Population:	293		90932		56490048	
Households:	137		40773		23436085	
No car	7	5%	6881	17%	5516098	24%
1 car	60	44%	17634	43%	9674645	41%
2 car	45	33%	12057	30%	6106970	26%
3+cars	25	18%	4200	10%	2138372	9%
Car Ownership:	1.55		1.28		1.16	
Travel to Work:					26405214	
Bus	0		612	1.4%	1129539	4%
Taxi	0		181	0.4%	192884	0.7%
car drive	92	53%	23176	52%	11751945	45%
car pass	5	3%	1536	3.4%	1017402	4%
Bike	0		376	0.8%	554215	2%
Foot	4	2%	4501	10%	2016981	8%
WFH	69	40%	12973	29%	8321252	32%
Train	2	1%	756	1.7%	517,902	2%
Household size:					23436086	
One person	42	31%	12944	32%	7052229	30%
Single family	90	66%	26400	65%	14762923	63%

The table shows car ownership levels higher than for either High Peak or England, with the level of car drivers travelling to work similar to the High Peak value, both being higher than the English average. Foot is around 2% and train 1% compared to 10%/8% and 2%/2% for High Peak / England respectively.

Accessibility on Foot

Creating a choice of direct, safe and attractive walking routes between where people live and where they need to travel in their day-to-day life is important. This philosophy encourages opportunities to walk for whatever the journey purpose and helps to create more active streets and more vibrant neighbourhoods.

Near the site, the footway on the western side of Marple Road will provide access to a network of routes within the local area and facilitate access to the nearby day to day amenities.

The CIHT document 'Planning for Walking' (2015) quotes that in 2012 79% of all journeys made in the UK of less than 1.6km were on foot (para 2.1). Table 2.2 within that document suggests distances for desirable, acceptable and preferred maximum walking distances for journeys to town centres, commuting/schools and elsewhere. The maximums are 800m (to town centre), 1.2km (elsewhere) and 2km (commuting/school).

The 2km value was also mentioned in the now superseded Department for Transport (DfT) Planning Policy Guidance Note 13 (PPG13), where it was advised "walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2km". Paragraph 4.4.1 of the DfT Manual For Streets states "walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes walking distance (up to about 800m) which residents may access comfortably on foot, with the preferred maximum walk 2km.

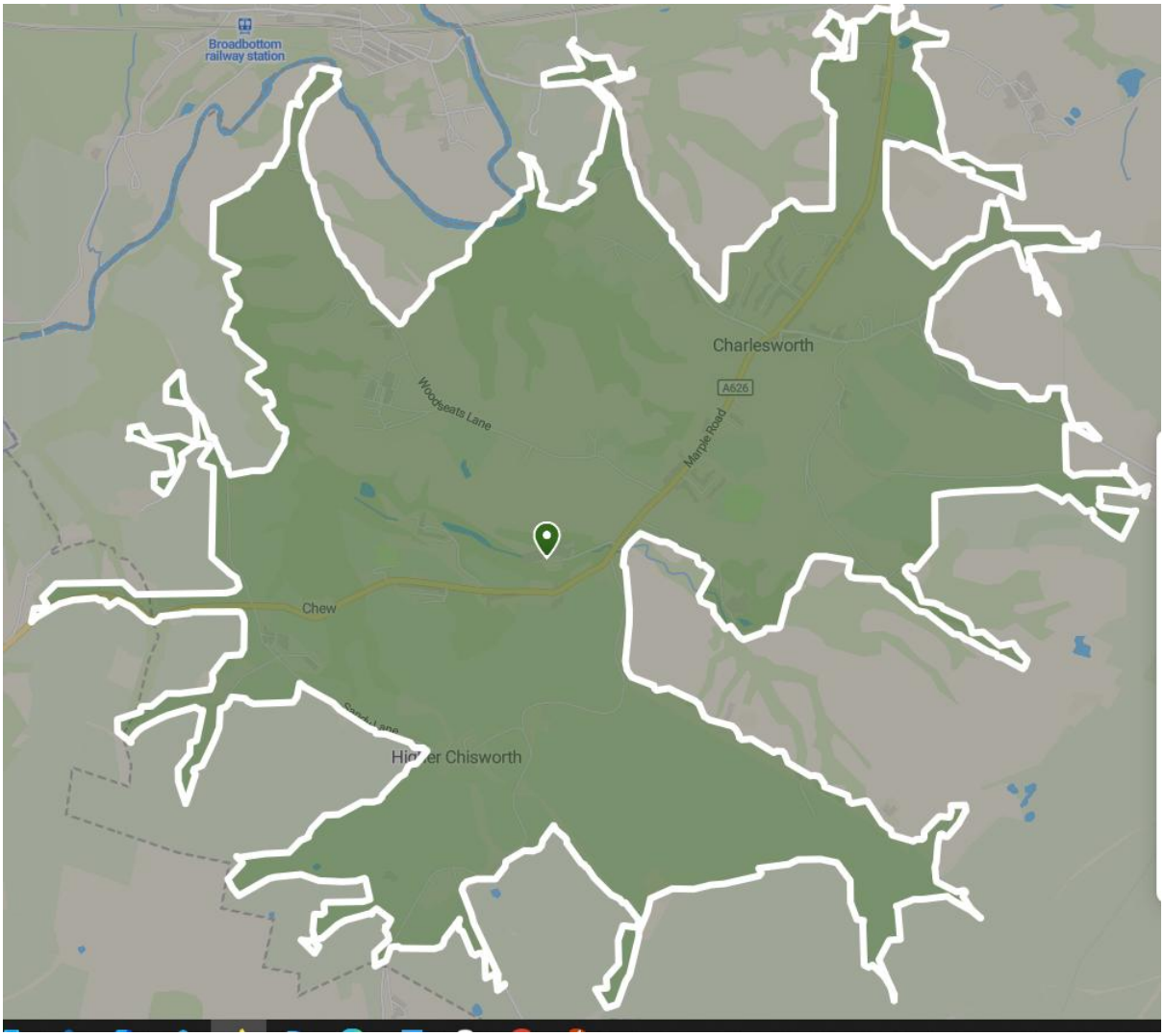
The Department for Education (DfE) "Travel to School for children of compulsory school age" statutory guidance updated in January 2024 states children under 8 are eligible for free travel to their nearest suitable school if it is more than 3.2km from their home, and 4.8km for those aged 8 or over.

Evidence that people will walk further than the suggested preferred maximum was provided in a report (presented to a July 2015 conference) "Accessibility – How Far do people walk and cycle" by White Young Green (WYG), based on UK National Travel Survey (NTS) information. The 85th percentile walking distance for all journeys is 1.95km. For commuting this rises to 2.1km, but reduces to 1.6km for shopping/personal trips with the legal values of 3.2/4.8km used for education. The overall recommended preferred maximum is 1.95km, or rounded to 2km.

CIHT "Planning for walking" states "a brisk 20-minute walk each day could be enough to reduce an individual's risk of an early death", which equates to around 1.6km. The plan below shows the 2km walking distance from the site. This covers the majority of Denton and includes the following local amenities (in order of distance from the centre of the site):

Local amenity	Distance	Guidance Criteria	Does distance meet guidance criteria?
Dyson's Village Store	260m	1.6km	YES
Charlesworth and Chisworth Cricket Club	345m	1.6km	YES
Charlesworth Park and Playground	400m	1.6km	YES
The Hunters Inn	535m	1.6km	YES
Springfield Farm Day Nursery	575m	3.2km	YES
Charlesworth Village Store	745m	1.6km	YES
George and Dragon Public House	760m	1.6km	YES
Charlesworth School	815m	4.8km	YES
Glossop Rugby Union Football Club	1.56km	1.6km	YES
St Margaret's Voluntary Catholic Academy	1.78km	4.8km	YES
Kinderview Childrens Day Nursery	1.78km	3.2km	YES

The Table demonstrates the site is in proximity to a number of local amenities including primary services as well as leisure facilities. All are well within the preferred maximum walk distances referenced above. The 2km walking distance map is shown below:


Broadbottom
railway station
Charlesworth
A626
Woodseats Lane
Mample Road
Chew
Higher Chisworth

3. Transport Planning Policy Background

Overarching national transport policy is set out in the latest National Planning Policy Framework document, last revised on 12th December 2024. It provides the framework within which locally prepared plans can be produced. The principal way of determining planning permission is if the development is in accordance with the development plan unless material considerations indicate otherwise. The main purpose of the planning system is to contribute to sustainable developments. The high level definition is that present need must be met without compromising the ability of future generations to meet their own needs. Three overarching objectives apply – economic, social and environmental. At the heart of the NPPF is presumption in favour of sustainable development.

NPPF para 135 (f) encourages creation of places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users.

NPPF Chapter 9 reviews "Promoting Sustainable Transport". It encourages opportunities to promote walking, cycling and public transport to be identified and pursued. Local parking standards, if set, should take into account:

- Development accessibility
- Development type
- Availability and opportunities for public transport
- Local car ownership levels
- Provision for charging of ultra low emission vehicles

It encourages appropriate opportunities be taken to promote sustainable transport modes given the type of development proposed and its location.

NPPF para 116 states "development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety or the residual cumulative impacts on the road network would be severe".

This site has been subject to various planning applications. Reference HPK/2008/0721 and HPK/2012/0007 reference permission for 22 dwellings and office units. The most recent is HPK/2023/0118 initially received on 20/3/2023 for demolition of the existing mill outbuildings and conversion / erection of 25 no. dwellings with associated car parking, landscaping and highway works. That application originally included a June 2023 dated Transport Statement for which this document is an update for the amended proposed development. Further discussion in the context of the planned development occurs in Chapter 5 below.

Pre-application highway comments (ref PAD/2019/0042) for the 2023 initial application advised the site access and internal road layout should comply with the advice in the Derbyshire "Delivering Streets and Places" design guide. Although not expected to be adopted, geometry should meet adoptable criteria. Full extent of sightlines need to be demonstrated on an accurate topographical base. The recommended carriageway width is 5m with a 2m footway on at least one side. Suitability of the layout for use by a large refuse vehicle of 11.6m length should be demonstrated by swept path analysis including ability of this to pass a private car travelling in the opposite direction at the access with Marple Road.

The advice confirms that beyond the access, forward visibility of 15m minimum should be available around bends with all private driveways and parking spaces having 2.4m by 25m exit visibility sightlines. Off street parking should be to the local planning authority standard with 2.4m by 5.5m minimum sized spaces, 2.4m by 6.5m if in front of garage doors, with an extra 0.5m width to any side adjacent to a physical barrier. Single and double garages should be of 3m by 6m and 6m by 6m internal dimension to be included as part of off street parking provision.

Highways recommended views of the local refuse collection service be sought with respect to suitability of the proposals with waste bin collection day standing areas clear of proposed footways to reduce the likelihood of obstruction.

Highways also provided comment with reference to the 2023 application including its Transport Statement and Design and Access Statement as follows:

- No information if access road is to remain private or not, and what maintenance measures are being put in place
- No swept paths for the internal layout (entrance and turning head only provided)
- No pedestrian crossing points at the junction with Marple Road
- Visibility splay drawing is unclear, with no measurements shown on purple line on each bend
- Need to confirm statement regarding car parking being compliant with Council current parking standards
- The 2.4m by 5.5m spaces noted in the previous highway note should be 2.4m by 4.8m
- The highway authority would be prepared to accept the 2023 application as long as appropriate conditions and notes could be appended to the permission.

With reference to High Peak current requirement for parking, several sets of guidance were found. The first was found in the Local Development Framework Draft Master Plan (LDF DMP) Appendix 10. This required:

- One bedroom dwellings - one space per unit plus 1 space per 2 units for visitors
- Two/three bedroom dwellings - 2 spaces per unit
- Four and more bedroom dwellings - 3 spaces/unit, no more than 2 shall be in line

This is now superceded by the 2016 document, chapter 8 Appendix 1 which requires:

- One bedroom dwellings - 1.5 spaces per unit
- Two bedroom dwellings - 1.5 spaces per unit
- Three bedroom dwellings - 2 spaces per unit
- Four and upwards bedroom dwellings - 3 spaces per unit

High Peak Planning have confirmed these are the current standards to be used.

However, since the initial work on this proposal, Derbyshire County Council have also produced their own "Parking Guidance for New Developments" in September 2024, including specific census-related parking requirements for residential developments. This modifies the above as follows (specifically for High Peak, as per Appendix):

- One or two bedroom dwellings – one parking space per dwelling
- Three bedroom dwellings – two parking spaces per dwelling
- Four bedroom dwellings – three parking spaces per dwelling (but can be reduced to two).
- One visitor space per five dwellings

For this development in total there are two one bedroom dwellings, six two bedroom dwellings, 24 three bedroom and five four bedroom dwellings. Using the High Peak Standards would require 78 parking spaces while using the new DCC standards would require 73 parking spaces to be provided.

A further Table in the new DCC standards is provided where detailed space requirements to two decimal places are provided to avoid excessive rounding up which can occur with small developments. This amends the above further to:

- One bedroom dwelling – 0.49 spaces per dwelling
- Two bedroom dwellings – 0.98 spaces per dwelling
- Three bedroom dwellings – 1.47 spaces per dwelling
- Four bedroom dwellings – 1.97 spaces per dwelling.
- One visitor space per five dwellings

Using the High Peak confirmed values, the requirement is 75 parking spaces.

A parking court is provided with nine spaces to the rear of Block A. This provides eight spaces for the Block A requirement plus one visitor space. A further parking court is located to the west of Block D. This provides the six spaces required for Block D, five visitor spaces and two of the requirement for Block B (13 in total).

Along the frontage of Block B are eight spaces at right angles to the road and six parallel. There is also a parking court to the west of Block B providing a further 12 spaces. Together with the two near to Block D, this provides the 28 required spaces for Block B. 24 spaces, for Block C, are provided in garages designed within the fabric of the Block. One visitor space is provided perpendicular to the road at the western end of Block C.

In summary this provides a total of 73 spaces provided across the site as follows:
- Near block A – 9 spaces
- Near block B – 26 spaces
- Near block D – 13 spaces
- Near block C – 1 space
- Garage spaces Block C – 24 spaces

The site therefore has a total of 73 on-site parking spaces provided, marginally below the current High Peak requirement but well beyond the more detailed DCC calculation level of 60 spaces.

Minimum dimensions were defined by High Peak as 2.5m by 5m. Garage spaces must be minimum internal space of 2.5m by 5m, but set back 6m from the limit of the subject access frontage. Provision of turning facilities separate from parking spaces is required, with no parking acceptable within those areas. Specific layout diagrams are provided for parking layouts in the earlier High Peak document but no longer in the latest Derbyshire or High Peak documents which all focus on the numbers required.

The Derbyshire document suggests a minimum 2.4m by 4.8m but then adds that for residential spaces the width should be increased to 3.3m to allow circulation space; or there should be a 0.9m wide path alongside the space. Where spaces are shared by the same owners, the circulation space can be overlapped. The maximum number of spaces adjacent in a row should not exceed six, there should be 6m ahead of garages, and finally, that guidance suggests garage spaces are not allowed to be included in the parking space totals given they can be converted away from parking use without recourse to planning permission.

The spaces under the dwellings in Block C are part of the design feature of the site. It is proposed that planning conditions will be put in place to ensure that they cannot be removed from being used as parking spaces. Further, pavement treatments will be such as to strongly discourage and as far as possible prevent on-street parking apart from in the designated spaces.

It should also be noted that although the description above describes parking in terms of what allocation / requirement it meets, no space will be specifically allocated to any particular dwelling although it is accepted that some locations are almost certainly by design to be generally used by the adjacent property. This non-allocation of spaces will maximise potential use and leave any unused spaces available for visitor or delivery parking.

The spread of visitor spaces within the mix also seeks to provide adequate visitor and delivery parking within spaces that people will actually utilise, further reducing any temptation to park on street.

Further discussion is provided in the development section below.

4. Current Traffic and Transport Generations

The site is a former cotton mill which then became a rope works. A more recent usage by a printing company ceased in around 2022 and other than the housing near the entrance there has been little recent traffic usage. There is no previous record of traffic levels using the site available.

5. Proposed Development and Trip Generations

The proposal is to provide housing in a set of four separate elements on the site. Block A will be four floors of pairs of separate flats, 1-bed and 2-bed. Block B will be a set of three-floor modern terraced, with a mix of 3-bed and 4-bed units. Block C will be in two parts providing three-floor modern terraced housing but all 3-bed properties. Block D will provide three semi-detached two-storey town houses.

The development will be serviced by a spine road leading through the development to a parking area at the western end of the site. A public millpond and nature trail will be provided on the first section of the route into the site. A new, widened junction with Marple Road will be provided, including provision for pedestrians to cross the new access safely.

The principal foot access to the site will be signed and provided by a new dedicated footway provided between blocks C and D out to the A626 further to the west of the highway access. Suitable signing will be provided near the highway access to direct pedestrians to that point. Further, that footway leads to a point on the A626 very close to the current bus stops.

Footways will be provided on both sides of the new access road, which will remain in private ownership and maintenance. On the northern side this will begin after the electricity sub station, but on the southern side it will begin towards the eastern end. However, there will also be clear signing in the estate and at this point that there is no pedestrian access from that point through to the A626.

The diagrams also demonstrate the available 15m forward visibility splays through the access road and at the entry to the A626. At that point a standard 30mph speed limit based 2.4m by 43m (allowing for bonnet length adjustment) visibility splay has been provided and demonstrated on the highway access diagram.

A large refuse vehicle of 11.6m and a fire tender of 8.68m have both been tracked through the development and are able to pass through and also turn at various points to return out in forward gear. These are shown in plans 8726-WML-ZZ-XX-DR-C9001 and C9002, also appended to this Transport Statement.

A sett course will be placed to delineate the extent of the adopted junction close to the junction with the A626. At this point, dropped kerbs and highlighting will be provided to demonstrate a safe pedestrian crossing point of the access road.

The likely generated traffic from the housing is very small compared to the local traffic volumes. There are at total of 37 dwellings provided. The 2023 Transport Statement used TRICS data as follows:

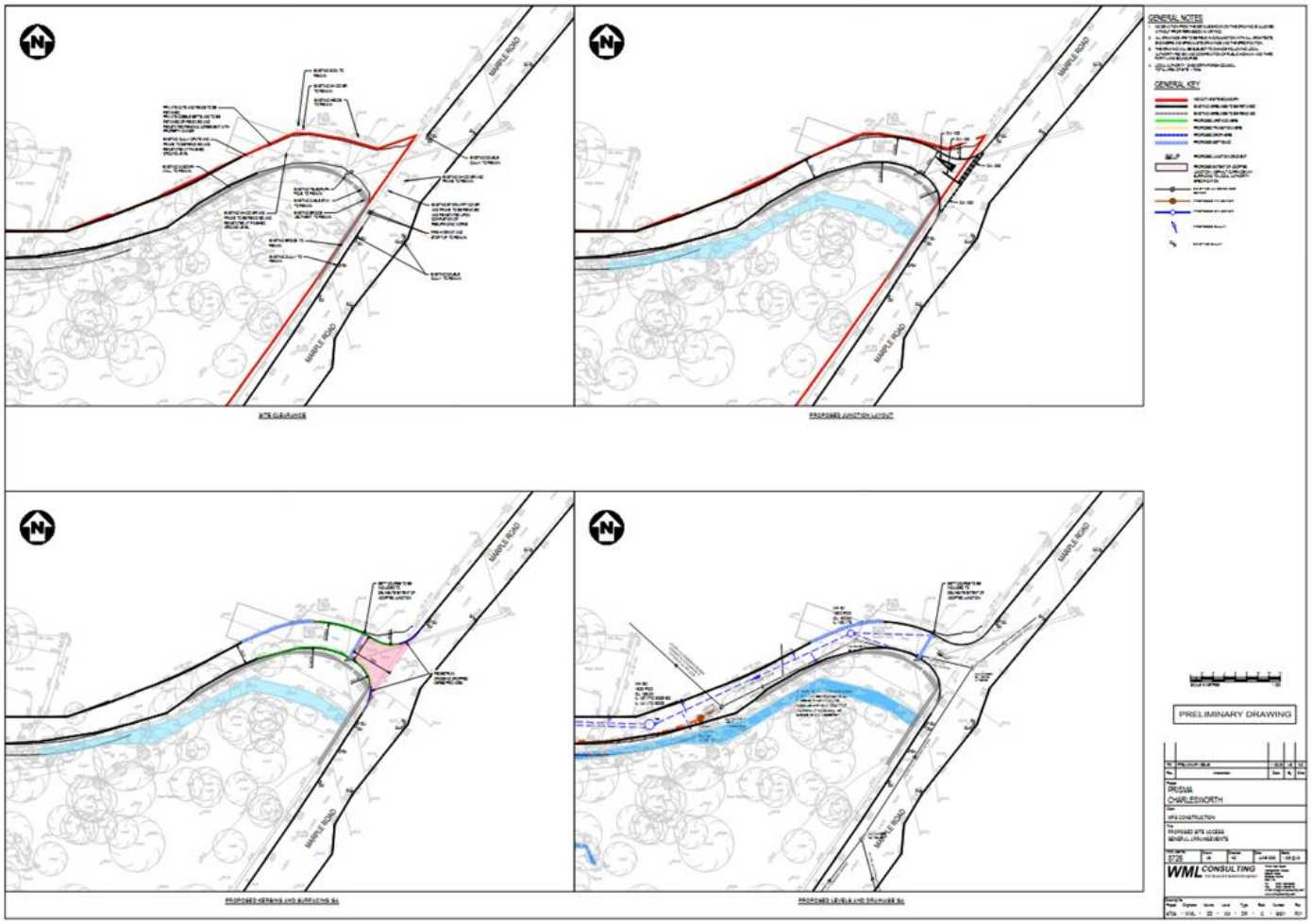
- Sites between none and 288 dwellings
- Survey for Monday to Fridays
- Excluding Greater London and Eire sites

The following trip generations are expected based on the current proposal:

Period	Trip Rate		Trips	
	Arr	Dep	Arr	Dep
AM Peak Hour	0.126	0.329	5	12
PM Peak Hour	0.297	0.156	11	6
Total 2 – way			16	18

The development is therefore likely to produce no more than 16 two-way trips in the morning peak and a marginally greater 18 in the evening. This is a minimal increase in traffic and would be within the normal variation of traffic flows on the A626 route.

The refuse access layout is provided in the Appendices, together with a tracking diagram demonstrating that the largest available refuse vehicle within the software, and a fire engine, are able to pass through the site, turn and leave in forward gear.



Appendix 1 provides the pdf tracking plan, whilst Appendix 2 provides the refuse strategy plan for the site.

6. Impact and Conclusions

This proposed development provides 37 dwellings within a self-contained estate accessed off the A626 near to a pair of current bus stops and within walking and cycling distances of many required facilities. Given the rural nature of the area, sustainable transport provisions are good and the development provides scope for moderate levels of sustainable transport operations.

The required levels of parking on-site for each plot are provided together with design measures that ensure no need or opportunity to park on the spine road, keeping highway access available for all users at all times. Both refuse and fire vehicles have been shown to be able to access the full length of the site and also leave in forward gear. All vehicles can enter and leave the site safely. The level of additional vehicles to be generated is minimal.

The development is therefore well-designed and provided for in transport / highway terms and there is no highway or transport reason the development should not be acceptable. In fact, its design and location encourages sustainable travel.

It should be allowed with reference to traffic / highway issues and provision.