

Emailed to Carter Jonas on 1 June 2026:

I am confused at this DCC Letter on the portal and the Site access points to which it refers to – to me the comments do NOT match with Carter Jonas outline plan issued to residents and this will be a concern for Talbot Road residents and those surrounding the site.

I walked the road last week to check what is already there.

- DCC Highways letter attached and extract taken below
- Public Consultation leaflet
- Photos below are 28 May 2026.

The letter Quotes: The site is served by three existing accesses to Talbot Road (ONLY TWO ARE INDICATED ON THE PUBLIC CONSULTATION LEAFLET – The Red one showing as PRIMARY VEHICULAR ACCESS, opposite Kinderlea towards the Heath Road Junction (The former main school entrance & substantially wider) and the Green one showing as PEDESTRIAN/EMERGENCY ACCESS the former entrance for more staff car parking and visitors to the school – WHERE IS THE THIRD ONE????) 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 (WHERE? Cannot see this proposal) 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 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.

THIS NEEDS CLARITY AS NOT ON THE OUTLINE PLAN – I have just photographed the current entrances:

This entrance I believe to be the Green circle & Arrow denoting PEDESTRIAN & EMERGENCY ACCESS directly opposite the hedges & boarder (NOT their driveways) of The Firs & The Beeches residential houses.



This entrance I believe to be the PRIMARY VEHICULAR ACCESS to the site, directly opposite Kinderlea, towards the Heath Road Junction with Talbot Road, as denoted by the red circle and arrow:



To the East of the site is an existing PEDESTRIAN GATE – this WOULD NOT BE SUITABLE TO WIDEN HERE FOR CARS (EMERGENCY OR OTHERWISE, due to the bus stop and proximity to the difficult junction at the Talbot Road/Norfolk Street & Fauvel Road Junction and the blind left turn out of Fauvel Road):



To the West of the site towards the North Road/Dinting Road Junction, there are some metal gates that I don't recall being used regularly but may have been for access to the buildings there for maintenance and buildings housing utilities/meters etc. IS THIS THE 3RD ENTRANCE THE DCC HIGHWAYS is referring to? It is NOT indicated on the Carter Jonas plan – there is just a green buffer there.



The letter also states: All disused accesses to Talbot Road will require closure and reinstating as footway and this should be conditioned accordingly. WHICH ONES ARE THEY REFERRING TO? The two on Carter Jonas drawing are the two existing main entrances.

Hope you can make sense of this but feel it is important given that the HPBC letter of 28 April states all matters reserved EXCEPT PRINCIPLE POINTS OF ACCESS – so these need to be confirmed. Just thought you could maybe confirm why the two conflict?

NB – I have since found the further two plans:

- Previous Parameter Plan – Again if this is a previous one it still differs from the Carter Jonas one sent to residents and has access points differing to the original school access points. Does the brown striped area no longer represent the proposed development area? – If it is still relevant why are there two straight

strips leading to the Talbot Road side to the East – the first with a Red Main access circle but the second strip with no indication of what this was for – but it is NOT currently a position of access and I would hope that it continues that way.

- Revised Parameter Plan - Is this the CURRENT one??? One main access point indicated with a red circle and 2 green pedestrian ones – one to the East & one to the west on Talbot Road and one on North Road. If so it still does not match DCC wording.
- How can all matters be reserved except for access points – when there is no clear confirmation of what these are?

As residents we really need some clarity for peace of mind:

- It would help to have words and pictures matching and
- a clear indication of the latest drawing you are working off
- Context if you have changed the position of entrances – what is the rationale for this?
- What is purely pedestrian?
- Where are emergency vehicles given additional access if necessary?
- Why is there not a green landscape buffer along the Fauvel Road Properties as well as North Road & Spire Hollin?

PS – I also note on one of these plans that the maximum storey height is 2 storeys – this is reassuring and is exactly the type of thing as residents, we'd like to hear more of – including the fact that the proposal is for between 10 – 110 houses – 110 definitely sounds excessive, especially given that you have had to reduce the net development area it appears. It has to be low density to ensure that all vehicles likely to be needed per household and for visitors can be accommodated in the scheme – there can be no parking on the perimeter roads from the new development – this would not be safe or viable – especially given the new estates that have popped up and are planned since this development has been in discussion – North Road above the Heath, Dinting Road Seddon Development and the proposed Barratts one on Cemetery Road!

Look forward to receiving some clarity – I have been pointed in your direction so hope you can help!

Best regards