



Transport Assessment

Talbot Road, Glossop

Derbyshire County Council

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Basis of Report

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1.0 Introduction

Background

- 1.1 SLR has been appointed by Derbyshire County Council (DCC) to provide traffic and transportation advice as part of an outline planning application for the redevelopment of the former Glossopdale Community College site on Talbot Road, Glossop to provide 110 dwellings, associated landscaping and other works.
- 1.2 The site is currently vacant having previously hosted the school. The school site closed in 2018 and the buildings were demolished in 2021 with enclosed, secured brownfield land being retained across the site.
- 1.3 The site benefits from a number of historic points of access on to Talbot Road, which were utilised to access various parts of the school. This includes pedestrian only access points. None of the historic vehicle access points on Talbot Road are sufficiently wide enough in their current format to form a junction of two adopted roads. Therefore a new access junction from Talbot Road will be provided.
- 1.4 The site offers a further additional connection to North Road, which due to its width would be for a pedestrian and cycle only point of access to provide direct walking and cycling connections into the local surrounding community.
- 1.5 The site offers excellent connections to the towns of Glossop, Mottram, Tintwistle and further afield via the M67 motorway and local rail services to Manchester.
- 1.6 The site lies within the jurisdiction of High Peak Borough Council as Local Planning Authority with Derbyshire County Council being the Local Highway Authority.

Structure of the Report

- 1.7 This Transport Assessment (TA) has been prepared in accordance with guidance provided by the Department for Transport's (DfT) 'Guidance for Transport Assessment' (2014) document and has been prepared to inform Planning Officers at High Peak Borough Council (HPBC) and Highways Officers at Derbyshire County Council (DCC) of all current traffic and transportation matters associated with the application.
- 1.8 Following this introductory chapter, the report provides the following information:
 - **Section 2: Policy Context**– outlines the national and local policy relevant to the proposed development;
 - **Section 3: Baseline Conditions** – discusses the existing site and the local highway network (including pictures and measurements obtained in a site visit) and reviews the available accident data in the vicinity of the site;
 - **Section 4: Accessibility by Sustainable Modes of Travel** – describes the accessibility of the site by all modes of sustainable transport;
 - **Section 5: Proposed Development** – sets out the development proposals, access and servicing strategy, parking proposals and how the new and improved highway accesses would be delivered;



- **Section 6: Transport Impact Assessment** – outlines the vehicular trip generation of the proposed scheme and the consented land use, and the impact of the site redevelopment on the site access junction operation; and
- **Section 7: Summary and Conclusions** – summarises the findings of the TA and provides the report conclusions.

1.9 In addition to the above, SLR has also prepared a Travel Plan (TP) submitted as part of the planning application under separate cover. The TP has been prepared to encourage sustainable modes of transport. This Transport Assessment should be read alongside the TP.



2.0 Policy Context

Overview

- 2.1 This section of the report provides an outline of national and local policy applicable to the development site. It is important that the TA is in accordance with such guidance and that the principles of development are consistent with national and local policies.

National Planning Policy

National Planning Policy Framework

- 2.2 The latest National Planning Policy Framework (NPPF) was published in December 2023 by the Ministry of Housing, Communities and Local Government, replacing the previous versions published in 2012, 2018, 2019, 2021 and September 2023. The NPPF sets out the government's planning policies for England and how these are expected to be applied. At the heart of the Framework is a presumption in favour of sustainable development.
- 2.3 As part of promoting sustainable transport, paragraph 114 of the revised NPPF states that in assessing applications for development, *'it should be ensured that:*
- a) *appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location.*
 - b) *safe and suitable access to the site can be achieved for all users;*
 - c) *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
 - d) *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree'.*
- 2.4 Paragraph 115 goes on to state that *'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe'.*
- 2.5 Finally, the NPPF notes that all developments that will generate significant amounts of movement should be required to provide a Travel Plan.
- 2.6 Accordingly, a Framework Travel Plan has been prepared in support of this application, which will form the basis of a long-term management strategy for the site, delivering sustainable transport objectives.



Local Planning Policy

High Peak Local Plan

- 2.7 At the time of writing the adopted High Peak Local Plan 2016 has been declared partially out of date. A review of the Local Plan by High Peak Borough Council has now commenced to update the policies deemed out of date and consider the scope for wider amendments. The timetable for the preparation of the new Local Plan and other planning policy documents is provided in the Council's new Local Development Scheme 2022.
- 2.8 Consultations on draft documents covering Local Plan Early Engagement, the Developer Contributions SPD and Statement of Community Involvement have now closed (early 2023).
- 2.9 The developer contributions SPD provides detailed guidance on the type and extent of developer contributions that High Peak Borough Council may seek to secure from development.

On transport infrastructure the draft guidance states that:

“developments that generate a significant amount of movement will usually be required to provide a travel plan. Very large sites may also be required to employ a travel plan coordinator for a set period. A contribution towards the County Council monitoring of the plan will also be required based on the size of the development”

In terms of Walking, Cycling and Public Transport Infrastructure the guidance suggests that:

- 2.10 “in order to promote more sustainable transport modes, developments that generate significant demand for travel should provide features such as walking/cycle path linkages or improved access to public transport.”
- 2.11 In order to facilitate new technologies and future proof developments through Electric Vehicle charging the policy states:
- “the provision of Electric Vehicle Charging Points should be incorporated into the design of development in accordance with Building Regulations.”*
- 2.12 Transport infrastructure design implications for the site are set out in the Delivering Streets and Places Design Guide published by the 6C's Local Highway Authorities.

Summary

- 2.13 The following chapters of this Transport Assessment and the accompanying Travel Plan will demonstrate that the development proposals follow relevant national and local planning policy guidelines.

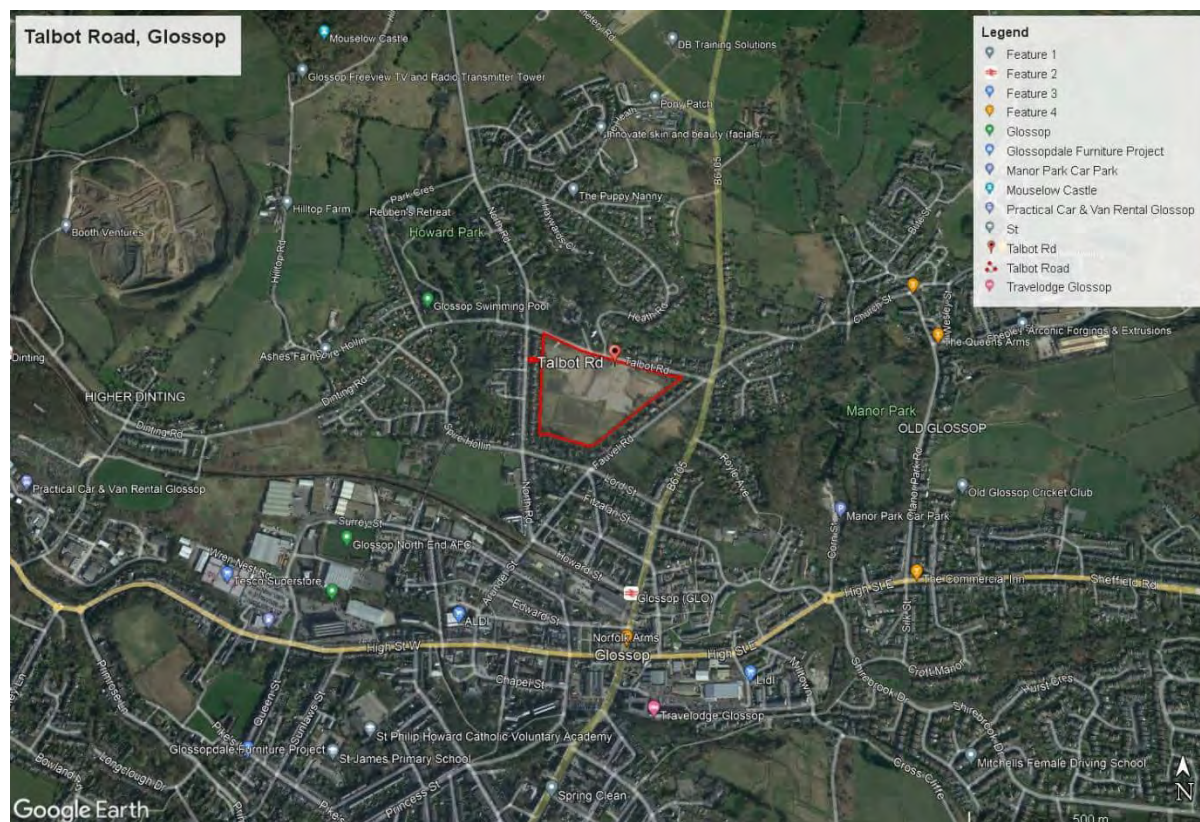


3.0 Baseline Conditions

Site Location, Existing and Former Use

- 3.1 This site is located to the north of Glossop Town Centre, to the south of Talbot Road.
- 3.2 The site is bounded by existing residential development on Fauvel Road, Spire Hollin and North Road to the east, south and west respectively. The adopted highway of Talbot Road forms the northern boundary of the site.
- 3.3 The Glossopdale Community College buildings were demolished in 2021 with enclosed, secured brownfield land being retained across the site.
- 3.4 The Title Plan attached as **Appendix B** shows the location of the site in a local context, while **Figure A** below shows an aerial image of the site and the surrounding highway and transport network.

Figure A: Site Location



- 3.5 As shown in the Title Plan attached as **Appendix B**, the site benefits from frontages onto the publicly adopted highway at Talbot Road and North Road.
- 3.6 Multiple (three) former operational vehicular access are provided into the site along Talbot Road. There is also a pedestrian only access at the north eastern tip of the site on to Talbot Road. There is a connection on to North Road which could support an active travel/emergency vehicle access point.
- 3.7 The existing access point is shown in **Figure B**.



Figure B: Existing Site Vehicular Accesses from Talbot Road



- 3.8 As can be seen from **Figure B**, there are three former vehicular access points provided along Talbot Road. These accesses are currently fenced off to prevent illegal occupation of the site.
- 3.9 There is an additional access point off North Road (see **Figure C**) which formally provided an additional vehicular and pedestrian access into the site. This access is currently fenced off to prevent illegal trespassing.



Figure C: Existing Access Point off North Road



Local Highway Network

- 3.10 A site visit was undertaken by SLR staff on Friday 7th July 2023 to examine the site and to observe its transport and highway operational characteristics.
- 3.11 Vehicular access to the site is not possible for site security and safety reasons although there are a number of fenced off former access points from Talbot Road. Talbot Road links the B6105 Woodhead Road to Fauvel Road and North Road.
- 3.12 At the point of the site frontage Talbot Road is a single carriageway road subject to a 30mph posted speed limit. The road is positively drained and covered by a system of street lighting. There are footways to both sides of Talbot Road. There are a number of 'raised table' areas of traffic calming providing vertical deflection within the carriageway on Talbot Road, along the site frontage, providing wide and level crossing areas for pedestrians. This vertical deflection was noted to calm observed traffic speeds along the street.
- 3.13 All road surfaces and items of street furniture were observed to be in good state of repair, although the former school boundary hedge was noted to be overgrown and obscuring some items of street furniture. The 'School Keep Clear' zig-zag markings provided across and adjacent to the former main school entrance on Talbot Road were noted to be still in situ but worn and barely visible in places. The accompanying signage for the waiting restrictions were not apparent, so it is presumed that the signs were removed at some point following the school closure.
- 3.14 The existing access points show acceptable visibility splays are available for traffic emerging from the site onto Talbot Road, suggesting that gap acceptance movements can be carried out safely (see **Figure D**). The former school access points are not wide enough in their



current configuration to be considered as realistically able to be publicly adopted roads sufficient for two-way traffic into a residential development with accompanying continuous footways also likely to be required.

Figure D: Typical Visibility Splay to the west on Talbot Road from the Former Central Site Access



- 3.15 An Automatic Traffic Count (ATC) survey was undertaken for 7 days from Tuesday 11th July 2023 to Monday 17th July 2023 at a point on Talbot Road due east of Heath Road at the main former school access point. The survey was undertaken to determine traffic flow (in vehicles) recorded during the morning (08:00-09:00) and evening (17:00-18:00) network peak hours along Talbot Road, as well as and traffic speeds (see **Table A**).

Table A: Existing Development Site (Nursery+Nos 1&2 Stretton Road) Surveyed Traffic Flows

Time	Eastbound	Westbound	Total
AM Peak Flows	157	152	309
PM Peak Flows	176	130	306
Daily Traffic Flows	1678	1518	3196
85 th Percentile Speed	29.7mph	29.1mph	-

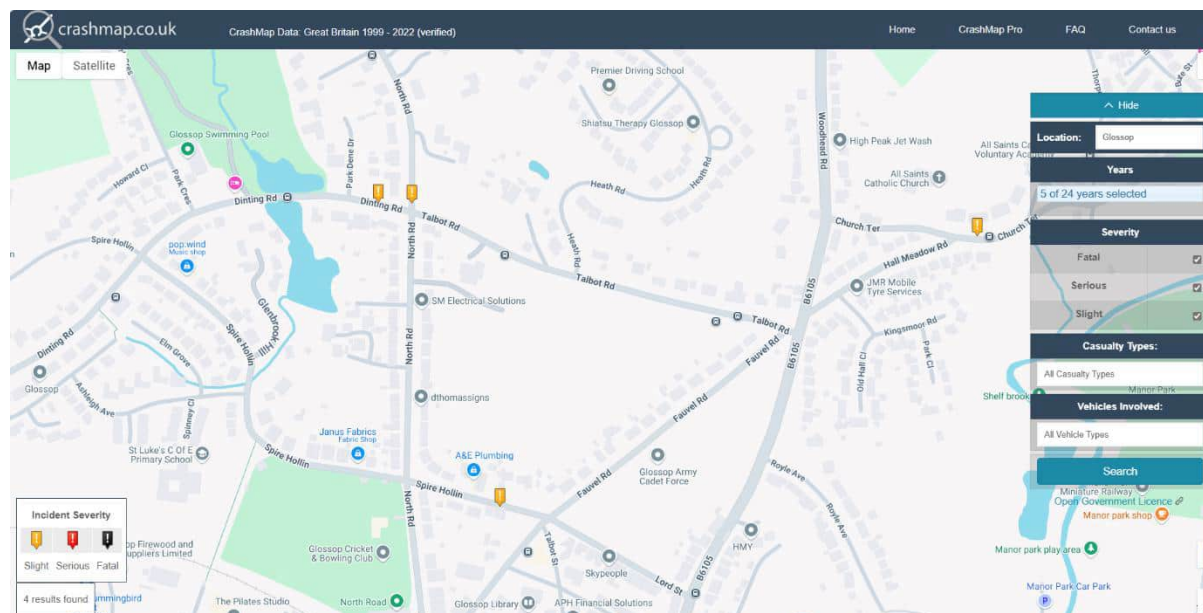
- 3.16 As **Table A** demonstrates, traffic flows on Talbot Road are very low during the peak hours with total daily traffic flows amounting to around 3,000 vehicles. 85th percentile speeds are less than the posted speed limit of 30mph.



Road Safety Analysis

- 3.17 A review of collision records for the local highway network has been undertaken using data available on the CrashMap website. CrashMap uses data collected by the police for collisions occurring on British roads where someone is injured. This data is approved by the National Statistics Authority and reported on by the Department for Transport each year.
- 3.18 The CrashMap analysis has been undertaken for the most recent five-year period available, between 2018 and 2022. Four collisions have been recorded in the area immediately surrounding the development site (on roads likely to be used by development trips) as shown in **Figure E** below. This equates to a collision every 18 months.

Figure E: Collision Search Area (Source: CrashMap)



- 3.19 Going clockwise, one of the collisions recorded took place in July 2021 on Dinting Road, immediately to the west of the junction with North Road and Talbot Road, where a goods vehicle and a car were involved. One of the vehicles' passengers was slightly injured as a result of the collision.
- 3.20 Another collision was reported in September 2022 on North Road, at the junction with Dinting Road and Talbot Road, with a goods vehicle and a car being also involved and a vehicle occupant getting slight injuries.
- 3.21 Three vehicles, including cars and goods vehicles, were involved in a collision on Church Ter, to the east of the junction with Hall Meadow Lane in December 2020, where a vehicle occupant was slightly injured.
- 3.22 The fourth collision in the area was recorded in May 2021 on Spire Hollin, involving two cars and resulting in one of the vehicles' occupants being slightly injured.
- 3.23 None of the incidents involved pedestrians, cyclists or motorcyclists, while no serious or fatal accidents were recorded within the study area.
- 3.24 No collisions took place on Talbot Road in front of the development site.



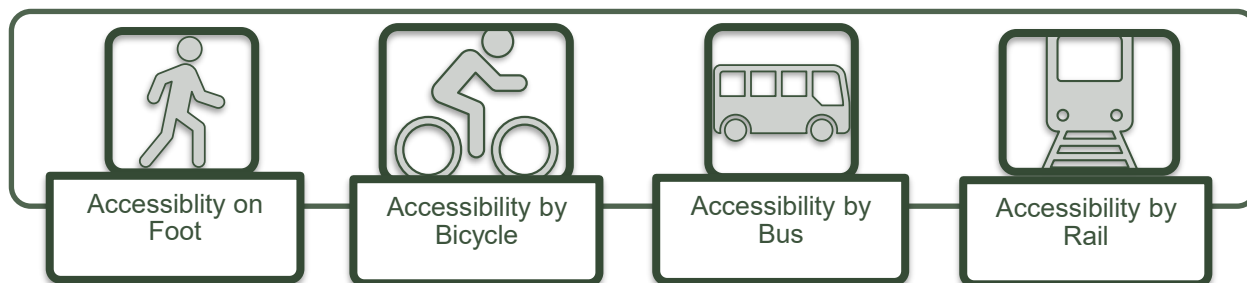
- 3.25 This therefore confirms that Talbot Road and all the surrounding roads likely to be used by development traffic represent a safe arrangement for all users. It can be seen from the review of the personal injury collisions that there are no identifiable trends which would give rise to any highway safety concerns.



4.0 Accessibility By Sustainable Modes of Transport

Introduction

- 4.1 A key element of national and local policy is to ensure that developments are located in areas where alternative modes of travel are available. It is important to ensure that developments are not isolated but located close to complementary land uses. This supports the aims of integrating planning and transport, providing more sustainable transport choices, and reducing overall travel and car use.



Pedestrian Accessibility

- 4.2 Research has indicated that acceptable walking distances depend on a number of factors, including the quality of the development, the type of amenity offered, the surrounding area, topography and other local facilities.
- 4.3 The Chartered Institution for Highways and Transportation (CIHT) document entitled 'Providing for Journeys on Foot' suggests walking distances which are relevant to this planning application. These are reproduced in **Table B**.

Table B: CIHT Suggested Acceptable Walking Distances

CIHT Classification	Town Centres (m)	Commuting/School/ Sightseeing (m)	Elsewhere/ Local Services (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

- 4.4 To assist in summarising the accessibility of the site by foot, an indicative pedestrian catchment plan has been produced. **Plan 001** in **Appendix C** shows distances of 500 metres, 1,000 metres and 2,000 metres, which are identified as 'Desirable', 'Acceptable' and the 'Preferred Maximum' distances by the CIHT for commuting and education trips. Catchments have been measured from the centre of the site.
- 4.5 The 500-metre catchment incorporates the whole site and the surrounding area including Talbot Road and sections of Dinting Road, North Road, Woodhead Road, Church Street, Norfolk Street and Fauvel Road. The catchment incorporates the bus stops on Talbot Road, as well as All Saints Catholic Church and Voluntary Academy and Glossop Swimming Pool.
- 4.6 Meanwhile the 1-kilometre walking catchment extends to encompass residential areas to all directions, reaching Cemetery Road to the north, Old Glossop to the north east, Manor Park



to the east, High Street to the south and the Dinting Road / Ashes Lane junction to the west. Multiple food and drink units, supermarkets and other shops can be found along High Street and Edward Street, while Glossop Rail Station, bus stops on Norfolk Street, Edward Street and High Street, Glossop Library, Duke of Norfolk and St Luke's Church of England schools and a gym are also located within this catchment.

- 4.7 Finally, the 2-kilometre catchment includes Shirebrook Park to the south east, Whitfield to the south, Mouselow Quarry to the west and Padfield to the north west. Additional schools, supermarkets and other retail opportunities and Dinting Rail Station can be found in this area.
- 4.8 The local infrastructure is considered adequate for pedestrians as the following are provided on:
- Talbot Road where footways are around 2.0m on both sides. Sightlines available to cross Talbot Road are good, due to the relatively straight alignment of the carriageway and there are multiple large uncontrolled dropped kerb and tactile paved crossing points along its length (See **Figure F**).
 - For the vast majority of its length, the B6105 Norfolk Street has continuous footways on both sides. There is a small section north of the junction with Talbot Road where private site frontages restrict the footway to one side only (east side only). The footways vary slightly in width but are typically around 2.0m.
 - North Road where there are footways on both sides.
 - The surrounding roads are listed as a traffic calmed area and have many measures in place to slow vehicle speeds (speed bumps, raised tables etc.). This local infrastructure keeps vehicle speeds on the adjacent highway network low and increases pedestrian safety.
 - Fauvel Road and Heath Road both offer quiet potential walk route connections with continuous footways connections.
 - Dropped kerbs are available at key crossing points and junctions, with the majority also providing tactile paving.
 - Comprehensive street lighting is also provided on the surrounding highway network to assist with pedestrian connectivity during hours of darkness.



Figure F: Tactile paving and dropped kerb crossing point on Talbot Road



- 4.9 The site is therefore concluded to be highly accessible on foot, with convenient access to a wide range of services, amenities and employment opportunities.

Cycle Accessibility

- 4.10 Cycling is a popular mode of transport and is an effective mode for short trips.
- 4.11 The DfT's Local Transport Note 2/08 'Cycle Infrastructure Design' (2008) states that many utility cycle journeys are under 3 miles (approximately 5 kilometres) although for commuters a trip distance of over 5 miles is not uncommon. Consequently, cycling has the potential to replace short car journeys, particularly those under 5 kilometres. At a leisurely cycle speed of 10 miles per hour this would equate to a journey of around 25 minutes.
- 4.12 A 5-kilometre cycle catchment from the site is shown in **Plan 002** in **Appendix C**. This demonstrates that the 5-kilometre catchment encompasses Padfield to the north, Old Glossop to the east, Shirebrook park to the south east, Charlestown to the south, Charlesworth to the south west, Gamesley to the west and Hollingworth and Hadfield to the north west. Access to local facilities, including schools and supermarkets, and employment opportunities is therefore possible within the 5km cycle zone.
- 4.13 The streets around the development site are suitable for cycling, with some of them having traffic-calming measures. Furthermore, National Cycle Route 62 (Trans Pennine Trail), which is accessible 3.5km to the west of the site around Hadfield and runs through on-road



and off-road sections, providing access into Greater Manchester to the west and the Peak District to the east.

- 4.14 An extract from the Derbyshire Cycle Map is illustrated in **Figure F**.

Figure F: Derbyshire Cycle Map Extract



- 4.15 Cycling has therefore a clear potential to substitute for short car trips, particularly those under 5km and to form part of a longer journey by public transport.

Accessibility by Bus

- 4.16 Guidance from the Chartered Institution of Highways and Transportation (CIHT) document 'Guidelines for Planning for Public Transport in Development' indicates that ideally, a bus stop should be located within 400 metres from a new development. This equates to a 5-minute walk.
- 4.17 The site benefits from access to at five bus stops within this catchment area.
- 4.18 Three of the bus stops can be found in front of the development site on Talbot Road (see **Figure G**). Two of the stops are close to the junction with Woodhead Road / Hall Meadow Road / Norfolk Road / Fauvel Road which are approximately 130m - 150m from the centre of the site frontage on Talbot Road. The other bus stop is to the west of the junction with Heath Road and is located around 100m from the site. These stops are provided with a flagpole and timetable board, as well as raised kerbs. The westbound stop close to the Woodhead Road / Hall Meadow Road / Norfolk Road / Fauvel Road junction is also provided with a lay-by in order to allow stopping vehicle to not interrupt the through traffic on Talbot Road. Route 393 services stop at these locations.
- 4.19 The other two bus stops around are on Hall Meadow Road (eastbound – 350m to the east of the site) and Church Ter (westbound – 500m to the east too). These stops are not provided with an indicative flagpole or an information board, with passengers being picked-up or dropped-off on demand around these locations. These stops are served by route 390.



- 4.20 In addition, there are another two stops on Norfolk Street around the junction with King Edward Avenue, slightly further way from the 400m catchment area (600m away from the site) where service 351 stops (which only operates on Fridays from September, although in spring and summer it is on Saturdays). These stops are provided with an indicative flagpole and an information board.

Figure G: Flagpole Bus Stop on Talbot Road



- 4.21 A summary of the bus services and their frequencies from these stops is outlined in **Table C**.

Table C: Bus Services from Local Stops

Route	Destination	Frequency per Hour					
		Monday – Friday				Sat	Sun
		AM Peak	Daytime	PM Peak	Evening		
351	Holmfirth > Holme Moss > Glossop	No service	No service	No service	No service	Three services per day per direction	No service
390	Old Glossop > Glossop > Whitfield	30 minutes	30 minutes	30 minutes	30 minutes	30 minutes	No service
393	Padfield > Hadfield > Glossop > Shirebrook Park	Hourly	Hourly	Hourly	No service	Hourly	No service

- 4.22 As **Table C** demonstrates that three bus services stop in close proximity to the site which provide connections every 30 minutes to Old Glossop (with a journey time of 7 minutes) and



Whitfield (11 minutes) and hourly connections to Hadfield (15 minutes). All these services also stop at Glossop town centre too (2 minutes).

- 4.23 In addition, the bus stops on Edward Road (located to the south of the site at 900m, which equates to a 12-minute trip on foot or a 4-minute trip by bicycle) will allow the future residents of the development to reach further local and regional destinations as Buxton, Ashton-under-Lyne, Hyde or through services 61, 237, 257, 341 and 394.
- 4.24 It is therefore concluded that bus public transport accessibility is acceptable.

Accessibility by Rail

- 4.25 The site is 800m to the north of Glossop Rail Station, which is on the Glossop line, with a journey time of 9-10min on foot and 2-4min by bicycle.
- 4.26 It is a terminus station but not where the currently operating services end, as trains arriving from Manchester Piccadilly reverse to proceed to Hadfield (which is the last station covered by that service) and vice versa.
- 4.27 Glossop Rail Station is under DfT Category D 'medium staffed'. It has various facilities including a ticket office, ticket machines, toilets, a seating area, car and cycle parking, toilets and step-free access to the single platform that the station has.
- 4.28 Northern operates the service stopping at this station, linking it with Manchester Piccadilly to the west (in around 35 minutes) and with Hadfield to the north (in 6 minutes). Two services per hour in each direction are available every day.

Access for Disabled Users

- 4.29 For disabled and elderly users, there is considerable help available both in the physical transport infrastructure as described previously, but also financially with a pass for free travel in Derbyshire and Derby (Gold Car), and in the rest of England under the English National Concessionary Travel Scheme.
- 4.30 The pass enables disabled users to travel free on all buses between 09:30 and 23:00 from Monday to Friday and all day at weekend and bank holidays, but also before 09:30 from Monday to Friday, provided the journey begins in Glossop. In addition, Gold Card holders can also travel free-of-charge anytime on Derbyshire Connect Dial-a-Bus 'shopping' buses.
- 4.31 As previously discussed, the highway network around the site includes facilities for disabled users, including visually impaired users, as signal-controlled crossing points, dropped kerbs and tactile paving.

Accessibility Conclusions

- 4.32 The National Planning Policy Framework (NPPF) supports a presumption in favour of sustainable development. Within the document, Section 9, Promoting Sustainable Transport, outlines the important role that transport policies must play in facilitating this. Paragraph 109 indicates that:



'The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health.'

- 4.33 It has been demonstrated that the site is located in a well-established residential area. The existing standard of pedestrian infrastructure is good, and pedestrians can walk to a variety of local facilities and Glossop Rail Station using crossing facilities and well-maintained footways and paths. Cycle access into Glossop Town Centre is easily achievable and further linkages to off-road and on-road local and national cycle routes are available towards the west, around Hadfield and Dinting.
- 4.34 The site has also been demonstrated to benefit from convenient access to rail, and in particular bus, services. These provide access to a wide range of local and regional destinations. Accessibility is particularly good for Derbyshire as a predominantly rural shire county.
- 4.35 The site therefore offers substantial opportunity for residents to undertake trips for a variety of purposes by bus and/or train using the existing public transport infrastructure that is considered appropriate in the context of the proposed development.
- 4.36 It is therefore concluded that the site is location in a highly sustainable location, in line with NPPF guidance.



5.0 Development Proposals

Outline Proposed Development Schedule

- 5.1 It is proposed to provide 110 residential dwellings on site. Direct access into the site will be gained off Talbot Road via a new priority arrangement. There will also be opportunities to create additional emergency vehicle, pedestrian and cycle access around the site.
- 5.2 Indicative Site Concept and Parameter Plans can be found in **Appendix D** at the rear of this report.

Highway Design

General Considerations

- 5.3 As previously discussed, the 6Cs Local Highway Authorities (which includes Derbyshire County Council), along with a number of key stakeholders, including several Local Planning Authorities, major house builders and developers, and special interest groups have prepared the Delivering Streets and Places (DSP) guidance (2017).
- 5.4 The highway design recommendations contained within the DSP reflect current best practice and are aligned with national guidance.
- 5.5 The site layout design will follow the DSP guidance on multiple elements, as boundary treatments, green verges, footways and footpaths, cycle infrastructure, road hierarchy and geometry, access to dwellings or parking.
- 5.6 The DSP states that all kinds of vehicles, from private car to goods vehicles and public and emergency service vehicles, need to be accommodated in new developments. Therefore the access with the external highway network should be appropriate, discourage the use of the development road network as through route, prioritise the needs of pedestrians, cyclists and public transport users over motor vehicles, accommodate public service vehicles by minimising the need for turning and reversing manoeuvres and accommodate motorcycling traffic.
- 5.7 In relation to pedestrian access, the DSP highlights that the site layout should be designed to make walking safe and attractive, promoting connectivity and permeability, with specific street user hierarchies being developed. Vehicles speeds should be managed through layout design to ensure pedestrians' safety. Cul-de-sacs should be avoided, when possible, while multiple access points should be provided. Routes need to be lit and overlooked and dropped kerbs and tactile paving must be provided at junctions.
- 5.8 Highways on site will be designed to adoptable standards so DCC could take ownership of them after the completion of the development. This will be carried out through a Section 38 adoption process.

Access Design

- 5.9 Direct access into the site is proposed off Talbot Road via a new priority junction. The junction will be located circa. 40m east to Heath Road to ensure that there is an appropriate



separation distance between the two junctions. The junction will consist of a 6.0m junction radii and a carriageway width of 5.5m for two-way traffic flow. The proposals will also incorporate a 2.0m footway on both sides that will tie in with the existing pedestrian footways on Talbot Road. Dropped kerbs and tactile paving will also be provided at the junction bellmouth. The careful design of the access road, where traffic speeds will be low, will foster an environment where cycling is encouraged on-street without the need for a more formal separation from vehicles.

- 5.10 The site access proposals are shown on **Drawing VN232727-D100 in Appendix A.**
- 5.11 The required visibility sightlines for 30mph roads (43m) are presented on **Drawing VN232727-D101 in Appendix A.**
- 5.12 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.

Servicing

- 5.13 The site access has been designed in such a manner as to ensure that service vehicles can access areas as required but with highway design and geometry that is not dominated by this occasional need. The site access proposals will accommodate a large (11.5m) refuse vehicle as is shown in **Drawing VN232727-TR100 in Appendix A.**

Proposed Parking Provision

- 5.14 The 6Cs' DSP also includes guidance about parking provision.

Car Parking

- 5.15 With regards to car parking, the on-street spaces should be clearly defined so to encourage the intended users to use them. These spaces cannot obstruct pedestrian or cycle movement nor blocking visibility spays at junctions.
- 5.16 Off-street parking shall be well lit and close to the dwelling(s) it serves, distinguishable from the public realm. These spaces should be located either directly in front of or to the side of the property served (or both), and overlooked (for security reasons).
- 5.17 Garages shall normally be counted as parking spaces if they meet or exceed the 'Preferred' standard set out in the Garages and Gated Accesses to Parking Spaces.
- 5.18 The DSP states that the Department for Communities and Local Government methodology (DCLG methodology) shall be applied to determine parking supply in the absence of any specific parking standards from the relevant authority, which is the case as neither DCC or HPDC have prepared such document. This methodology applies to residential parking and assesses car parking requirements based on dwelling location, size, type and tenure. This methodology is sensitive to the different needs of urban and rural locations and allows designers to vary the parking mix by allocated and unallocated spaces as well as on- and off-plot spaces to arrive at the optimal solution.



- 5.19 For instance, for dwelling where 1 space is allocated, the total additional provision should follow this formula:

ADDITIONAL DEMAND FOR PARKING PER DWELLING = 1 X (PROPORTION OF TWO CAR HOUSEHOLDS – for the relevant type of dwelling and location, using Census data) + 2 X (PROPORTION OF THREE CAR HOUSEHOLDS) + 3 X (NO. OF FOUR CAR HOUSEHOLDS).

- 5.20 If dwellings are provided with 2 spaces, then for the additional provision calculations the proportions of two-car households must be removed from the equation above.
- 5.21 With regards to visitor parking, Nottinghamshire County Council (part of the 6Cs) undertook research on the matter and concluded that no special provision is needed for visitors where at least half of the parking provision associated with a development is unallocated, while for other circumstances, it may be appropriate to allow for additional demand for visitor parking of up to 0.2 spaces per dwelling.

Cycle Parking

- 5.22 In relation to cycle parking, as DCC nor HPDC have any specific guidance on the matter, the 6Cs' DSP states that for residential developments other than flats, one space per dwelling, with garages counting towards cycle parking provision if they meet the 'Preferred' standard in the Garages and Gated Accesses to Parking Spaces.

Travel Plan

- 5.23 To support and encourage residents to travel by sustainable means the development with adopt a Travel Plan. Accordingly, a Framework Travel Plan has been prepared to accompany this planning application, which provides a Heads of Terms for a Full Travel Plan which can then be secured by a suitably worded planning condition.



6.0 Highways Impact Assessment

Introduction

- 6.1 This section of the report considers the trip generation associated with the proposed development and its impact on the surrounding highway network.

Vehicular Trip Generation

Proposed Development Vehicular Trip Generation

- 6.2 To determine the vehicular trip generation associated with the proposed residential units proposed on site, the TRICS database has been used. This is an industry-standard software tool which comprises a vast database of traffic surveys of existing developments, across the UK and the Republic of Ireland, sub categorised into particular land uses such as office, industrial or warehouse developments.
- 6.3 'Privately Owned Houses' sites in Great Britain (excluding Greater London) have been selected. In relation to the location of the sites in town, 'Edge of Town Centre' and 'Suburban Areas' locations have been included. Surveys undertaken during the Covid-19 pandemic have been excluded.
- 6.4 Trip generation rates per dwelling for the traditional network peak hours (between 08:00 and 09:00 and from 17:00 to 18:00) have been obtained and then applied to the proposed quantum of development (110 dwellings) as shown in **Table D**.
- 6.5 The full TRICS outputs are presented in **Appendix E**.

Table D: Proposed Development Vehicular Trip Generation

	AM Peak (08:00 - 09:00)			PM Peak (17:00 - 18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Privately Owned Houses Trip Rate	0.118	0.403	0.521	0.362	0.175	0.537
Privately Owned Houses Trips (for 110 dwellings)	13	44	57	40	19	59

- 6.6 In relation to the vehicular trip generation of the proposed units, **Table D** shows that 57 vehicles during the morning peak hour and another 59 during the evening peak will be added to the surrounding highway network.

Proposed Development Net Traffic Impact

- 6.7 The site has planning consent for a secondary school, as such facility was previously present on site. The site was one of the three locations that the Glossopdale Community College had until 2018. The youngest students attended Hadfield site on Newshaw Lane and



then when the students moved into Year 9, then they were relocated to the development site, where Sixth Form was also available.

- 6.8 Therefore, students on Years 7 and 8 did not travelled to the development site, but those between Year 9 and 13 did. The 2018 Ofsted report revealed that 1,067 students were enrolled at the school (including both sites), of which 150 were in Sixth Form (only on the development site). This means that it can be assumed that circa 700 students were attending the facilities on the development site, while the rest were travelling to the Hadfield site.
- 6.9 Secondary school sites' surveys on TRICS have been used to calculate the consented trip generation of the site. As per the residential trip generation calculations, sites in Great Britain (excluding Greater London) within 'Edge of Town Centre' and 'Suburban Areas' locations. Surveys undertaken during the Covid-19 pandemic have also been excluded.
- 6.10 The rates calculated for this land use have been applied to the estimated 700 students travelling to the site when the school buildings were in operation, in order to obtain the number of trips previously generated by the site (and that could be generated by the site if a similar school reopened). This is shown in **Table E**.

Table E: Previous use of Site Vehicular Weekday Vehicular Trip Generation

	AM Peak (08:00 - 09:00)			PM Peak (17:00 - 18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Secondary School Trip Rate (per student)	0.126	0.099	0.225	0.031	0.032	0.063
Secondary School Trips (for 700 students)	88	69	157	22	22	44

- 6.11 The full TRICS outputs are presented in **Appendix F**.

Proposed Development Net Traffic Impact

- 6.12 In order to calculate the true traffic impact of the development site, the estimated consented trip generation of the site have been discounted from the trips generated by the proposed new development. **Table F** provides a comparison of the traffic generation of the consented and proposed developments.

Table F: Vehicular Trip Generation Difference between Uses

	AM Peak (08:00 - 09:00)			PM Peak (17:00 - 18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Proposed Privately Owned Houses Trips (for 110 dwellings)	13	44	57	40	19	59



Consented Secondary School Trips (for 700 students)	88	69	157	22	22	44
Net-Off	-75	-25	-100	+18	-3	+15

6.13 **Table F** confirms that, when compared with the consented uses on the site, the proposed residential development is forecasted to generate 100 fewer trips during the AM peak hour, and 15 additional trips during the PM peak hour (as the schools' PM peak hour is usually around 15:00, when the students finish their classes).

6.14 As is presented above, there will be a net loss in vehicle trips in the morning peak hour and just a net gain of 15 vehicular movements in the PM peak hour. Hence, no junction modelling is required as the network will be subject to less than 30 peak hour vehicular movements as a result of the development proposals.

Conclusions

6.15 The impact of the vehicular trip generation associated with the site development on the surrounding roads will be very limited, with the new development generating being expected to generate significantly less traffic than the previous school on site during the morning peak and only 20 vehicles more during the evening peak hour. Therefore, the proposals will not be harmful for the surrounding highways' operations.

6.16 On this basis it is concluded that the proposed development will not lead to any material reduction in highway safety.



7.0 Summary and Conclusion

Summary

- 7.1 SLR has been appointed by Derbyshire County Council (DCC) to provide traffic and transportation advice as part of an outline planning application for the redevelopment of the former Glossopdale Community College site on Talbot Road, Glossop to provide 110 dwellings, associated landscaping and other works.
- 7.2 The site is currently vacant having previously hosted the school. The school site closed in 2018 and the buildings were demolished in 2021 with enclosed, secured brownfield land being retained across the site.
- 7.3 The site benefits from a number of historic points of access onto Talbot Road, which were utilised to access various parts of the school. This includes pedestrian only access points. None of the historic vehicle access points on Talbot Road are sufficiently large enough in their current format to form a junction of two adopted roads, therefore a new access junction from Talbot Road will be provided.
- 7.4 It has been demonstrated that the site is located in a well-established residential area. The existing standard of pedestrian infrastructure is good, and pedestrians can walk to a variety of local facilities and Glossop Rail Station using crossing facilities and well-maintained footways and paths. Cycle access into Glossop town centre is easily achievable and further linkages to off-road and on-road local and national cycle routes are available towards the west, around Hadfield and Dinting. Accessibility is particularly good for Derbyshire as a predominantly rural shire county.
- 7.5 The site also offers substantial opportunity for prospective residents to undertake trips for a variety of purposes by bus and/or train using the existing public transport infrastructure that is considered appropriate in the context of the proposed development.
- 7.6 The collision record on the surrounding highway network is good.
- 7.7 The site layout design will follow the 6cs Delivering Streets and Places (DSP) guidance on multiple elements, as boundary treatments, green verges, footways and footpaths, cycle infrastructure, road hierarchy and geometry, access to dwellings or parking.
- 7.8 In relation to parking, the DCLG methodology should be applied, as indicated by DSP guidance in order to determine parking supply in the absence of any specific parking standards from the relevant authority, which is the case.
- 7.9 Meanwhile, for cycle parking, as DCC nor HPDC have any specific guidance on the matter, the 6Cs' DSP states that for residential developments other than flats, one space per dwelling, with garages counting towards cycle parking provision if they meet the 'Preferred' standard in the Garages and Gated Accesses to Parking Spaces.
- 7.10 Direct access into the site is proposed off Talbot Road via a new priority junction. A preliminary access design drawing can be found in **Appendix A**. There will also be opportunities to create new pedestrian and cycle accesses.

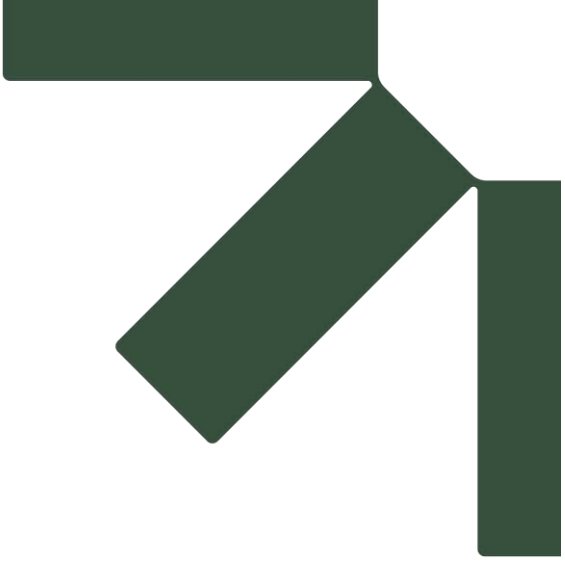


- 7.11 To determine the trip generation associated with the proposed residential units on site, the TRICS database has been used. In order to calculate the true traffic impact of the development site, the estimated consented trip generation of the site have been calculated (also using TRICS) and then discounted from the trips generated by the proposed new development. When compared with the consented uses on the site, the proposed residential development is forecasted to generate 100 fewer trips during the AM peak hour, and 15 additional trips during the PM peak hour. Therefore, the proposals will not be harmful for the surrounding highways' operation.

Conclusions

- 7.12 The development site is in a sustainable location and would not have a detrimental impact upon either the operation or safety of the local highway network. It provides an appropriate level of car parking and can be safely serviced.
- 7.13 The National Planning Policy Framework states that "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."
- 7.14 This report has demonstrated that the proposed development would have no impact upon highway safety and that the residual cumulative impacts of the proposed development would not be severe. Therefore, it is considered there are no reasons why the planning application should be refused on highway or transportation grounds.





Appendix A Drawings

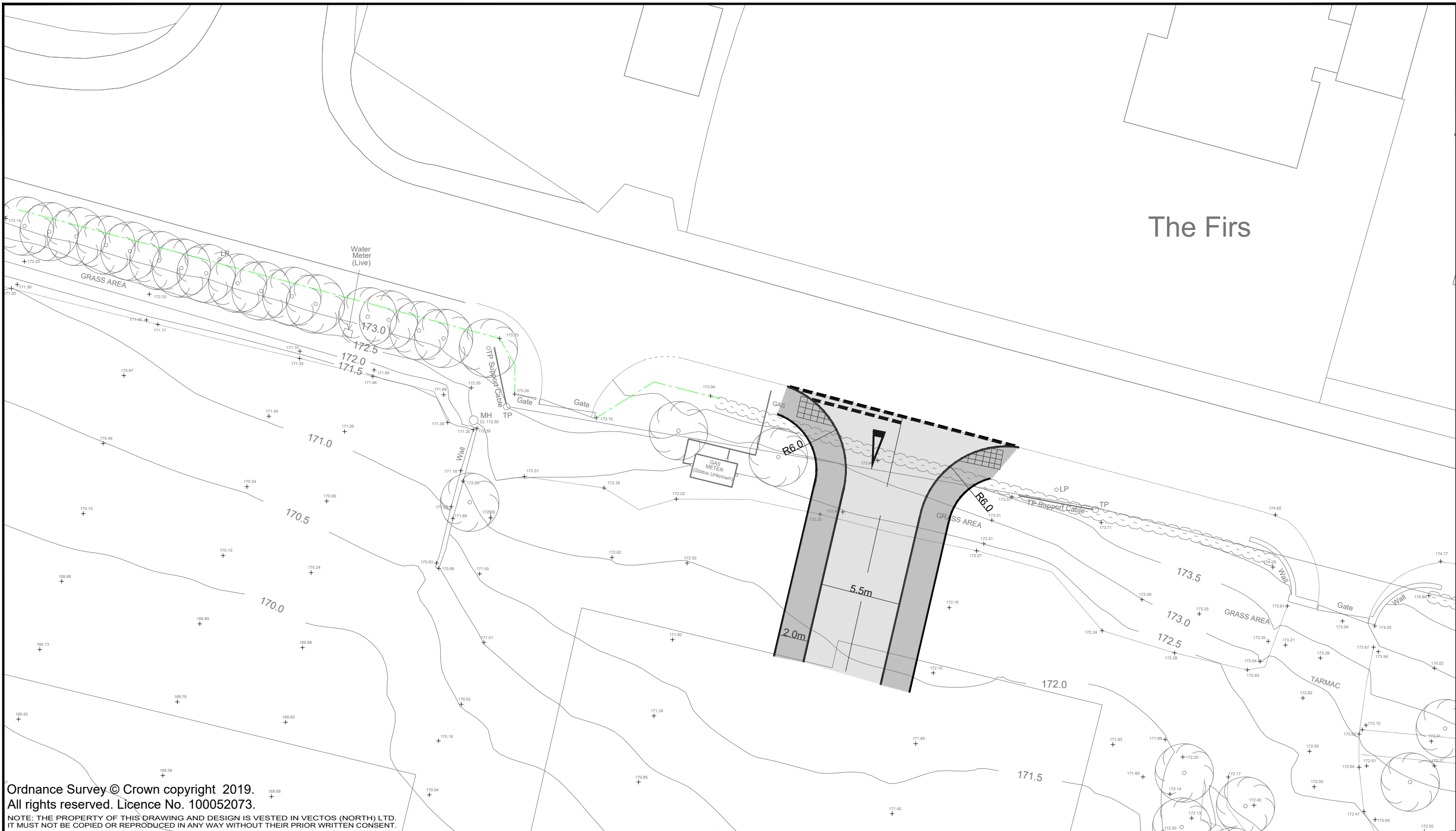
Transport Assessment

Talbot Road, Glossop

Derbyshire County Council

SLR Project No.: VN232727

25 October 2024



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REV.	DETAILS	DRAWN	CHECKED	DATE

Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.
3. Works in Adopted Highway Via S278

 Proposed Adopted Access Proposals



Talbot Road, Glossop

Site Access Drawing

DRAWN:
EG

CHECKED:
MR

DATE:
02.08.23

SCALES:
Scale at A3 1:250

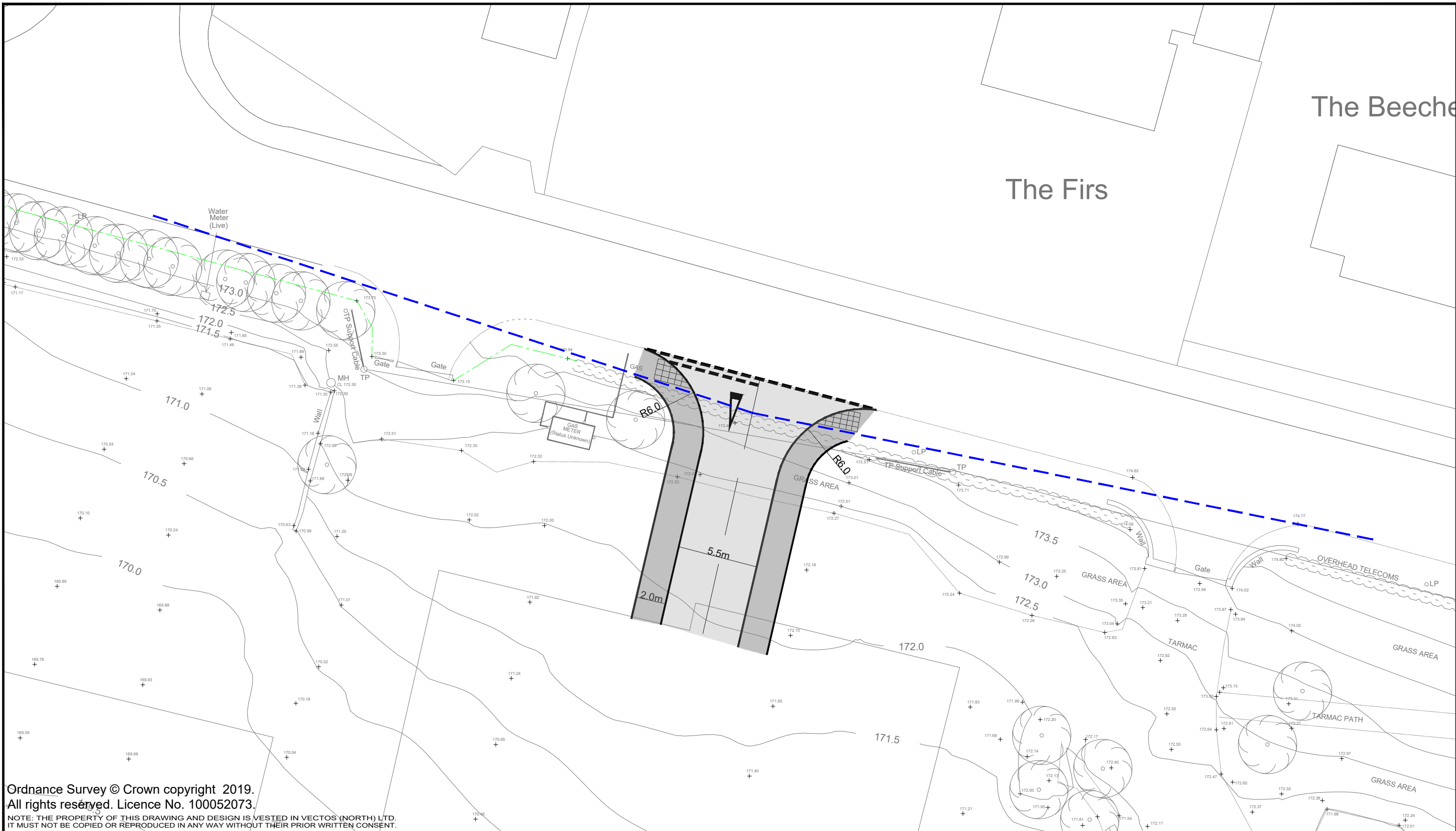
Derbyshire County Council



7 Park Row, Leeds, LS1 5HD
0113 512 0293

DRAWING NUMBER:
VN232727 - D100

REVISION:



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REV.	DETAILS	DRAWN	CHECKED	DATE

Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.
3. Visibility Splays drawn at 2.4m x 43m in both Directions



Talbot Road, Glossop

2.4m x 43m Visibility Sightline Drawing

DRAWN:
EG

CHECKED:
MR

DATE:
02.08.23

SCALES:
Scale at A3 1:250

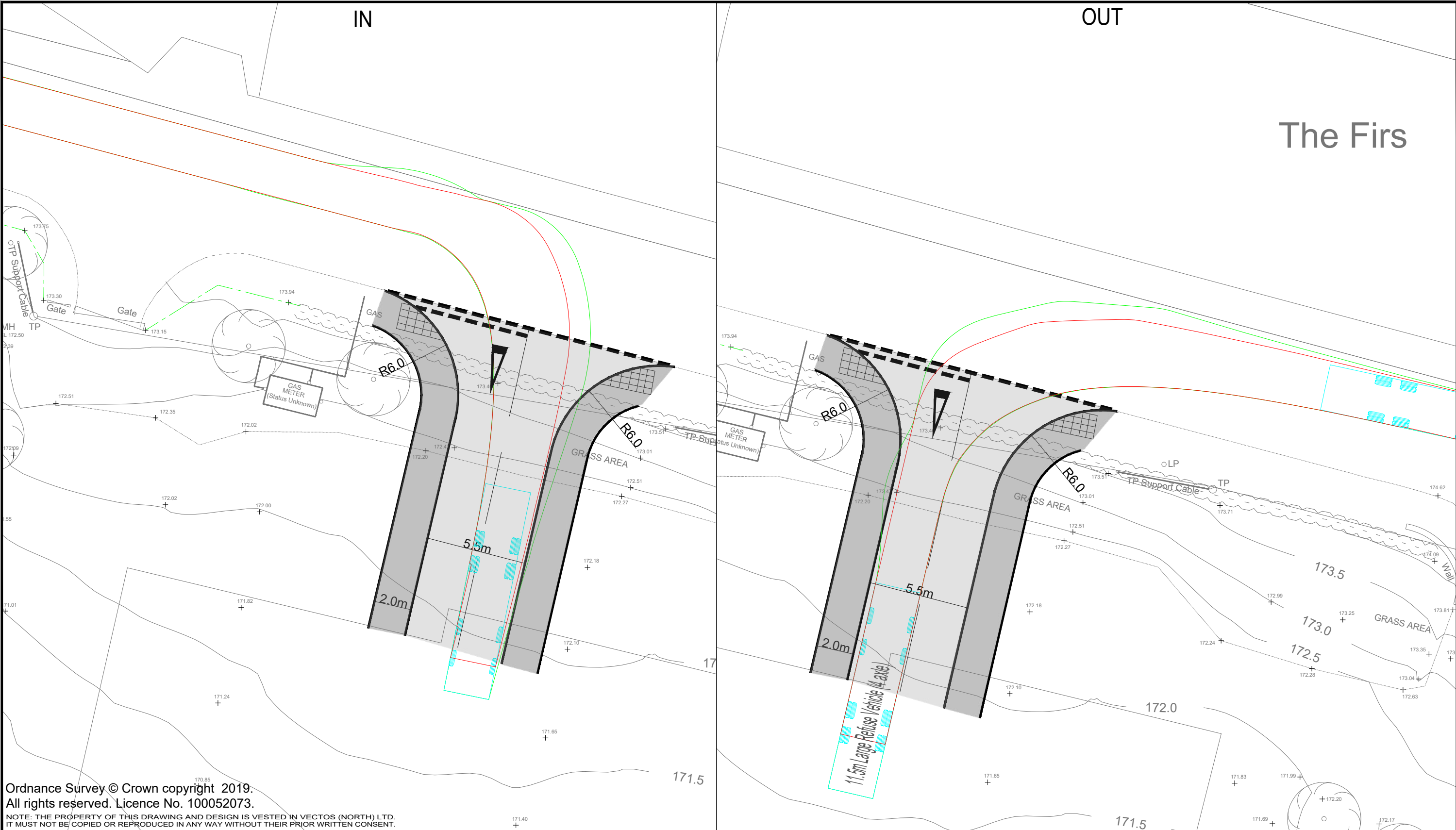
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7 Park Row, Leeds, LS1 5HD
0113 512 0293

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REVISION:

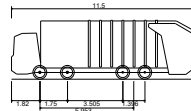


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REV.	DETAILS	DRAWN	CHECKED	DATE

Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.
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11.5m Large Refuse Vehicle (4 axle)
Overall Length 11.500m
Overall Width 2.500m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 6.00s
Wall to Wall Turning Radius 11.330m



Talbot Road, Glossop

Swept Path Analysis: Refuse

DRAWN:
EG

CHECKED:
MR

DATE:
02.08.23

SCALES:
Scale at A3 1:200

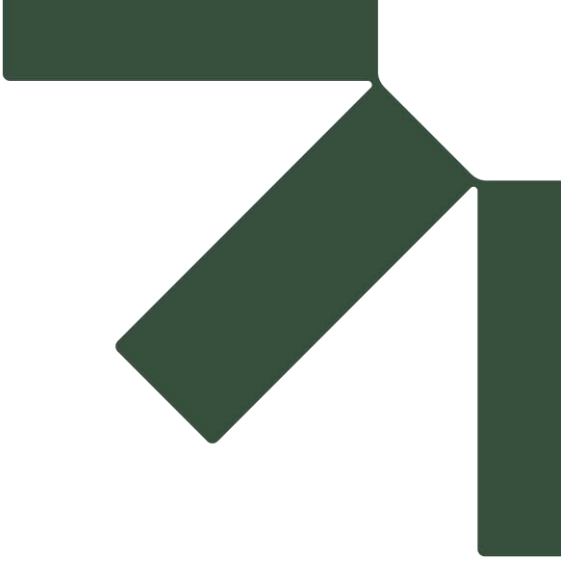
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7 Park Row, Leeds, LS1 5HD
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VN232727 - TR100

REVISION:



Appendix B Site Title Plan

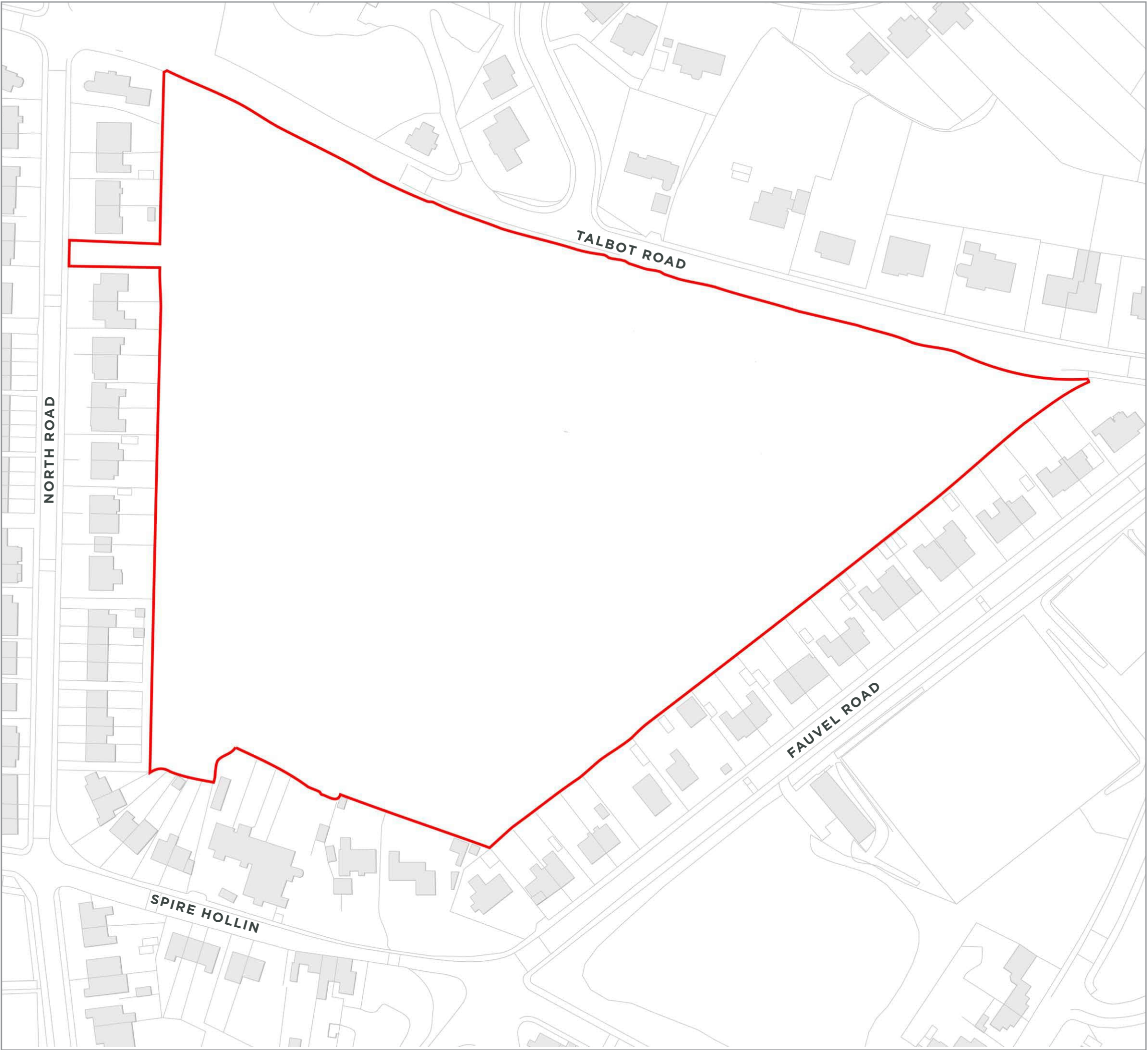
Transport Assessment

Talbot Road, Glossop

Derbyshire County Council

SLR Project No.: VN232727

25 October 2024



KEY:

Application boundary (4.75 ha)



Carter Jonas

DERBYSHIRE
County Council

PROJECT TITLE
**DERBYSHIRE COUNTY COUNCIL
LAND AT TALBOT ROAD, GLOSSOP**

DRAWING TITLE
RED LINE PLAN

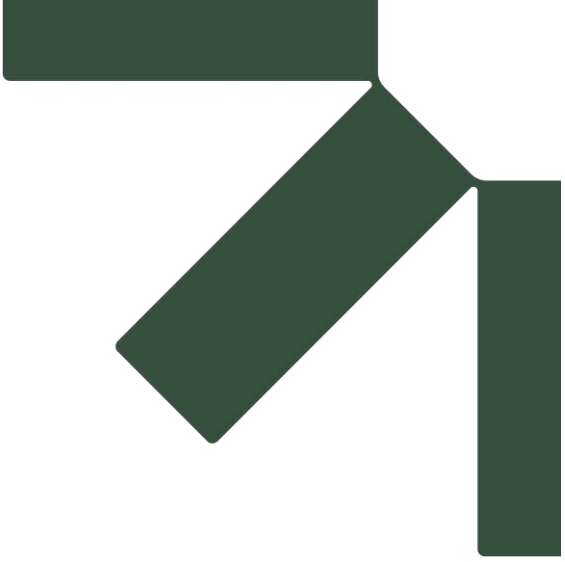
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DATE	October 2024	DRAWN BL
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STATUS	Draft	APPROVED JC

DWG. NO. J0053214_CJ_MP_PL_005_V1

No dimensions are to be scaled from this drawing.
All dimensions are to be checked on site.
Area measurements for indicative purposes only.

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Source: Ordnance Survey



Appendix C Site Accessibility Plans

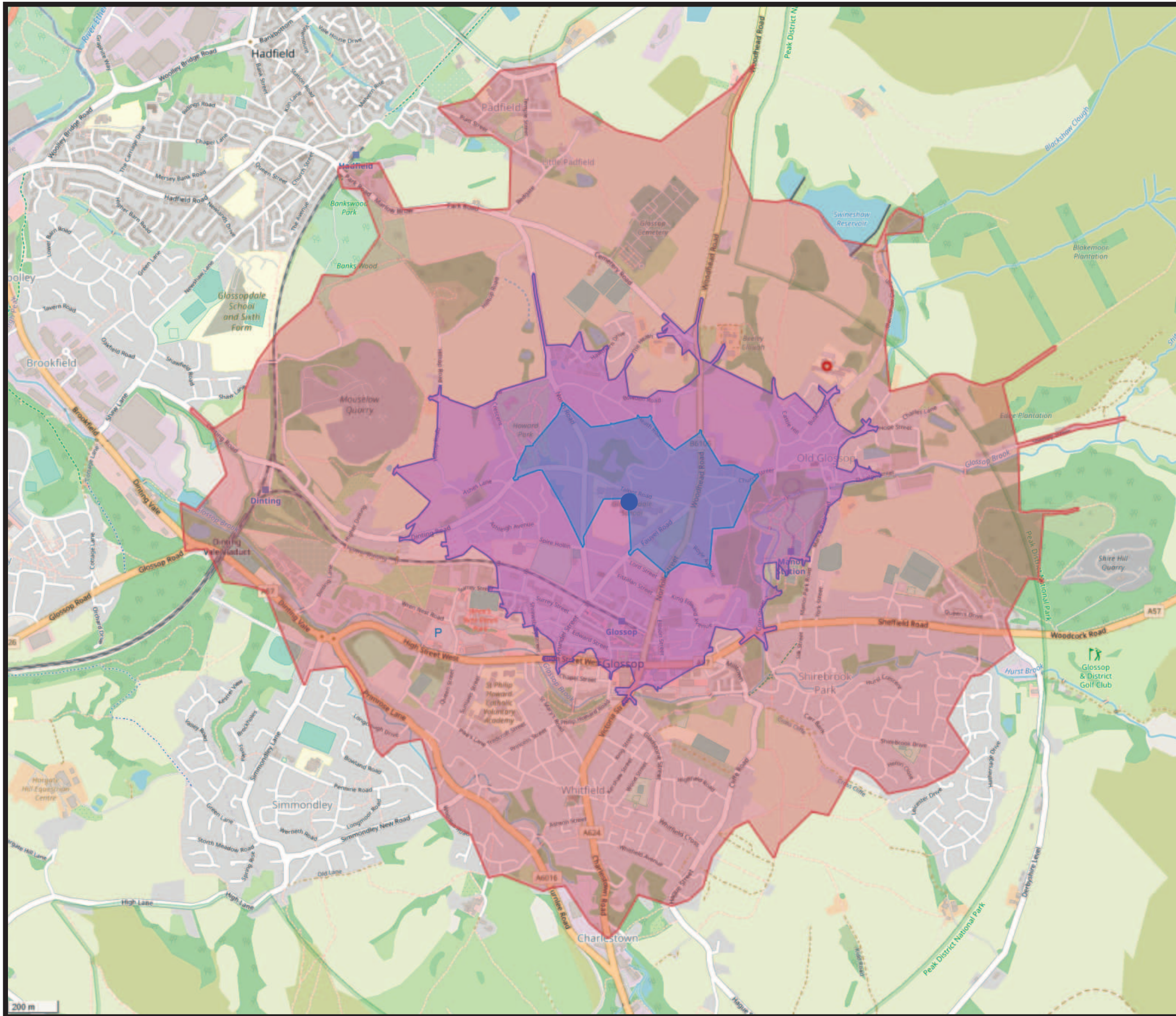
Transport Assessment

Talbot Road, Glossop

Derbyshire County Council

SLR Project No.: VN232727

25 October 2024



- KEY:
- 500m Catchment Area
 - 1km Catchment Area
 - 2km Catchment Area
 - Site Location

Base Map Source:
OpenStreetMap

PROJECT:

Talbot Road,
Glossop

DRAWING TITLE:

Pedestrian
Catchment
Plan



Trading as Vectos (North) Ltd
4th Floor Oxford Place, 61 Oxford Street, Manchester, M1 6EQ
t: 0161 228 1008

DRAWING NUMBER:

VN232727_001