

- Encouraging and promoting improvements to public transport networks in association with the Local Highway Authority, Network Rail and other providers
- Supporting the use of rail for the transportation of freight wherever feasible to do so
- Approving developments provided that the capacity and design of the transport network serving the site will reasonably accommodate the anticipated increase in travel without materially harming highway safety or local amenity. In addition, the traffic generated by the development will not unduly interrupt the safe and free flow of traffic on trunk or primary roads or materially affect existing conditions to an unacceptable extent
- Requiring applicants to submit and implement Travel Plans (or Travel Plan Statements) and Transport Assessments to support relevant proposals, as advised by the Highways Authority. Consultation with Network Rail when development may impact on the rail network, including impacts on level crossings will also be required. Where appropriate, Transport Assessments will consider the impact on the rail network and identify appropriate mitigation measures
- Developments that will result in a material increase or significant change in the character of traffic using a rail crossing will be refused, unless it can be demonstrated that safety will not be compromised in consultation with Network Rail
- Requiring applicants to submit details of parking which includes the proposed parking provision based on an assessment of the parking needs of the development and the impact on the surrounding road network. Developments which will lead to an increase in traffic or include parking provision will need to submit details. The details should be proportionate to the impact of the development. Guidance on parking is given in Appendix 1.

Developer contributions or funding pooled through a Community Infrastructure Levy will be used to deliver transport and accessibility improvements required to accord with this policy. Further details are provided in Policy CF7 and Infrastructure Delivery Plan. In the event that a Community Infrastructure Levy is adopted, the Regulation 123 "Infrastructure List" will also specify appropriate measures to be funded.

Supporting Guidance and Evidence

- National Planning Policy Framework
- Derbyshire Local Transport Plan (2011-2026)
- High Peak Local Plan Transport Study (2014)

Planning Obligations and Community Infrastructure Levy

5.210 Developer contributions will have a significant role to play in infrastructure delivery, including contributions towards affordable housing (on-site or off-site) and other measures required to make developments acceptable in planning terms. Standard formulae used to secure infrastructure provision used by the Local Planning Authorities and its partners may also be applied where appropriate. A Developer Contributions SPD will provide detail of how contributions will be calculated. This will be subjected to a viability appraisal to ensure that any requirements do not undermine development viability.

5 Development management policies

5.211 The Community Infrastructure Levy could also provide an important funding source for infrastructure required to support the cumulative impacts of growth across High Peak. An assessment of the viability of development in High Peak and the scope for potential rates to be charged on developments is ongoing. Subject to the findings of this study and further consideration by the Council, a levy could be pursued in High Peak. Any levy would be subject to public consultation and an examination prior to adoption. The levy cannot be adopted prior to the new Local Plan.

5.212 The Infrastructure Delivery Plan that supports the Local Plan identifies the types of infrastructure or specific projects that are expected to be funded either by planning obligations or a levy along with phasing requirements when necessary. However, in many cases it should be recognised that wider funding sources of funding will be required to provide new infrastructure. Other such sources may include the New Homes Bonus, Growing Places and other public and private capital programmes. The Infrastructure Delivery Plan will be updated in consultation with partners to reflect changing circumstances and funding opportunities during the plan period.

Policy CF 7

Planning Obligations and Community Infrastructure Levy

Development proposals will be required to provide, or meet the reasonable costs of providing, the on-site and off-site infrastructure, facilities and/or mitigation necessary to make a development acceptable in planning terms through the appropriate use of planning obligations and/or conditions. Standard formulae will be applied when applicable. The Developer Contributions SPD will provide further guidance on how contributions will be calculated.

Provision will be required for subsequent maintenance where contributions are secured for facilities which are predominantly for the benefit of users of the development concerned.

Subject to an assessment of development viability and further consideration by the Council, infrastructure requirements related to the cumulative impact of development in High Peak will generally be supported by the Community Infrastructure Levy. The Infrastructure Delivery Plan that supports the Local Plan provides further clarification on infrastructure needs and sources of funding. The Infrastructure Delivery Plan will be reviewed regularly to ensure that it remains up-to-date.

In implementing this policy regard will be had to economic viability considerations, consistent with meeting the Local Plan objectives.

Supporting Guidance and Evidence

- National Planning Policy Framework: 2012
- Infrastructure Delivery Plan
- Community Infrastructure Levy Regulations (2010) and amendments
- High Peak Community Infrastructure Levy (CIL) Viability Study (2013)

6.1 Several of the sites allocated for housing, mixed-use or other types of development in the Local Plan are strategic in nature and require detailed consideration of the complex planning issues related to each site. These may include environmental, design, heritage, transport or other matters that warrant attention.

6.2 To ensure that the best possible development is delivered on each site, bespoke policies are provided in this chapter to identify the specific requirements for planning applications. Each Strategic Development Site Policy should be read in conjunction with relevant policies elsewhere in the Local Plan.

Glossopdale

Woods Mill, Glossop

6.3 Woods Mill (Policies H2 (G16) and E5) is one of the last areas in Glossop requiring extensive regeneration. It lies partly within the town centre and adjacent to Howard Town Mill, at which work on a major redevelopment is nearly complete. The 4ha site extends from Howard Town Mill in the west to Easton House in the east, and includes two prominent multi-storey mill buildings Woods Mill and Eastern Mill, formerly in business use but now vacant. The west part of site contains a number of commercial properties, unused land, and derelict buildings. There are further derelict former mill buildings to the south and east. The Council owns land within the site, including Easton House and the Glossop Leisure Centre.

6.4 The western part of the site lies within the former Howard Town Mills regeneration area, and part also falls within the town centre boundary. Much of the east part of the site was formerly designated as Primary Employment Zone on the basis of the industrial use of the former mill buildings. However, it is proposed to designate all this area as regeneration area to reflect the significant changes sought for this area.

6.5 The site falls into 3 functional areas - from Howard Town Mill to Mill Street, Mill Street to Milltown, and from Milltown east to Easton House - and the Council will seek a phased approach based on these 3 areas to secure the comprehensive redevelopment of this site.

6.6 The Council's vision is that the Woods Mill Regeneration Area will be a vibrant mix of uses which will complement existing development and contribute to the viability and vitality of the town centre. The mix of uses will include housing to the east and mixed use to the west of the site. The part of the site which lies within the existing town centre boundary is suitable for uses appropriate to the town centre, including retail, subject to Policy CF1.

6.7 The site contains a listed building, Howard Town House, and its setting will need particular attention. Existing mill buildings will be re-used wherever possible. Design will be of high quality and reflect the local context, and will require careful consideration of the historic environment attributes, including non-designated attributes. This will include strong visual and physical links to town centre shops, car parks and the rail station, and along Glossop Brook.

6.8 The design principles of the development were established by the Council after extensive public consultation which resulted in the Glossop Design and Place Making Strategy. This has now been adopted as planning policy.