

Transport Assessment

**Proposed Residential Development
Hogshaw Farm, Buxton**

Client: Barratt Homes

July 2024

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1.0 INTRODUCTION

Overview

- 1.1 SCP have been appointed by Barratt Homes to provide specialist transport planning and engineering advice in support of the proposed residential development on land to the west of the A6, Buxton.
- 1.2 The proposed development will provide 99 dwellings, comprising a mix of 2, 3 and 4 bedroom houses. Further details on the proposed development are provided later in Chapter 3 of this report.

Background

- 1.3 High Peak Borough Council's (HPBC's) Local Plan, adopted April 2016, sets out the development strategy, strategic and development management policies and land designations for the parts of High Peak that lie outside of the Peak District National Park. The Local Plan also identifies that the provision of sustainable, decent and affordable housing, which is one of the key aims of National Planning policy, is a priority locally.
- 1.4 Policy S3 of the Plan requires the provision of at least 7,000 dwellings across the Borough by 2031, of which, up to 43% are required in the Buxton area with the majority provided via a number of allocated sites. The application site is allocated for up to 124 residential dwellings under sites B3 and B4 of the Local Plan, with additional allocation sites located to the south of Waterswallows Road and east of Tongue Lane.
- 1.5 A new roundabout has been constructed on the A6, immediately to the north of Buxton, which will allow these sites to come forward and form the site access to this application site.
- 1.6 The roundabout takes the form of a four arm priority controlled roundabout with the eastern arm linking south to Waterswallows Road and allowing for a future connection into the Tongue Lane Industrial Estate. An existing section of Waterswallows Road will be stopped up with a new priority controlled T-junction being created onto Waterswallows Road east. The A6 northbound approach and the eastern and western arms will all benefit from pedestrian refuges with dropped kerbs and tactile paving to assist pedestrians across. In addition, a Toucan and Pegasus signal-controlled crossing facility will be provided on the A6 north arm, catering for cyclists and equestrians. The layout of the roundabout is shown on **Appendix A**.

- 1.7 The planning application was submitted to High Peak Borough Council (HPBC) on 15th May 2023 (Local Planning Application Ref HPK/2023/0192) and was supported by a detailed Transport Assessment (TA) and Travel Plan, dated April 2023, which assessed the impact of the development on the local transport network.
- 1.8 Following a review of the TA and TP, Derbyshire County Council (DCC) as the acting Highway Authority provided comments on the application in responses dated 5th and 7th July 2023. A copy of both responses is provided in **Appendix B**. The proposed site layout has been updated in response to the LHA's and LPA's comments and has reduced in size to 99 dwellings from the original planning submission.

Purpose and Structure of Report

- 1.9 This Transport Assessment (TA) has therefore been updated to reflect the revised scale of development and provides responses to DCC's comments. This TA has been developed in accordance with the National Planning Practice Guidance (NPPG) and gives due regard to the now archived Department for Transport's (DfT's) March 2007 "Guidance on Transport Assessment" document.
- 1.10 This report concludes that the proposed development of this site can be accommodated without detriment to the operational capacity or safety of the local highway network and that it can be readily accessed on foot, by bicycle and by local public transport services.
- 1.11 The structure of the TA is set out as follows:-
- Chapter 2 - describes in detail the site location and composition, surrounding area, local highway network, existing traffic conditions and road safety record;
 - Chapter 3 – defines the development proposals including the proposed access, servicing and car parking arrangements;
 - Chapter 4 – summarises the national, regional and local transport policies and describes how the proposed development accords with these;
 - Chapter 5 – considers the location of the site with regard to the existing local sustainable transport infrastructure;
 - Chapter 6 – describes the future baseline traffic conditions on the local highway network in relation to committed development traffic flows and traffic growth;

- Chapter 7 – estimates the number of multimodal trips generated by the development and distributes and assigns the vehicular trips on the local highway network;
- Chapter 8 – presents an assessment of the impact of the development on the operational performance of the local highway network; and
- Chapter 9 – provides summary and conclusions to this TA derived from the analysis presented in the above Chapters.

2.0 EXISTING CONDITIONS

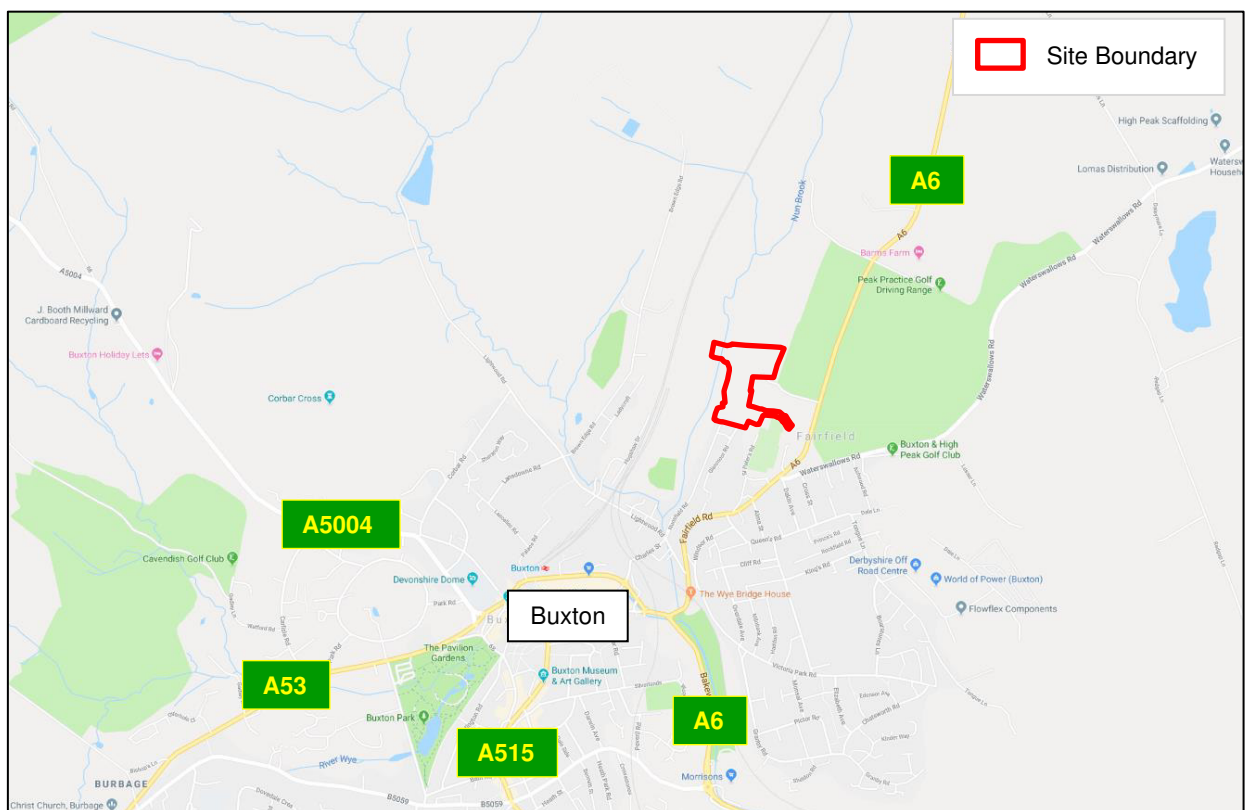
General

- 2.1 This Chapter provides a detailed description of the location of the site and composition, local highway network, existing traffic conditions and road safety record.

Site Location and Composition

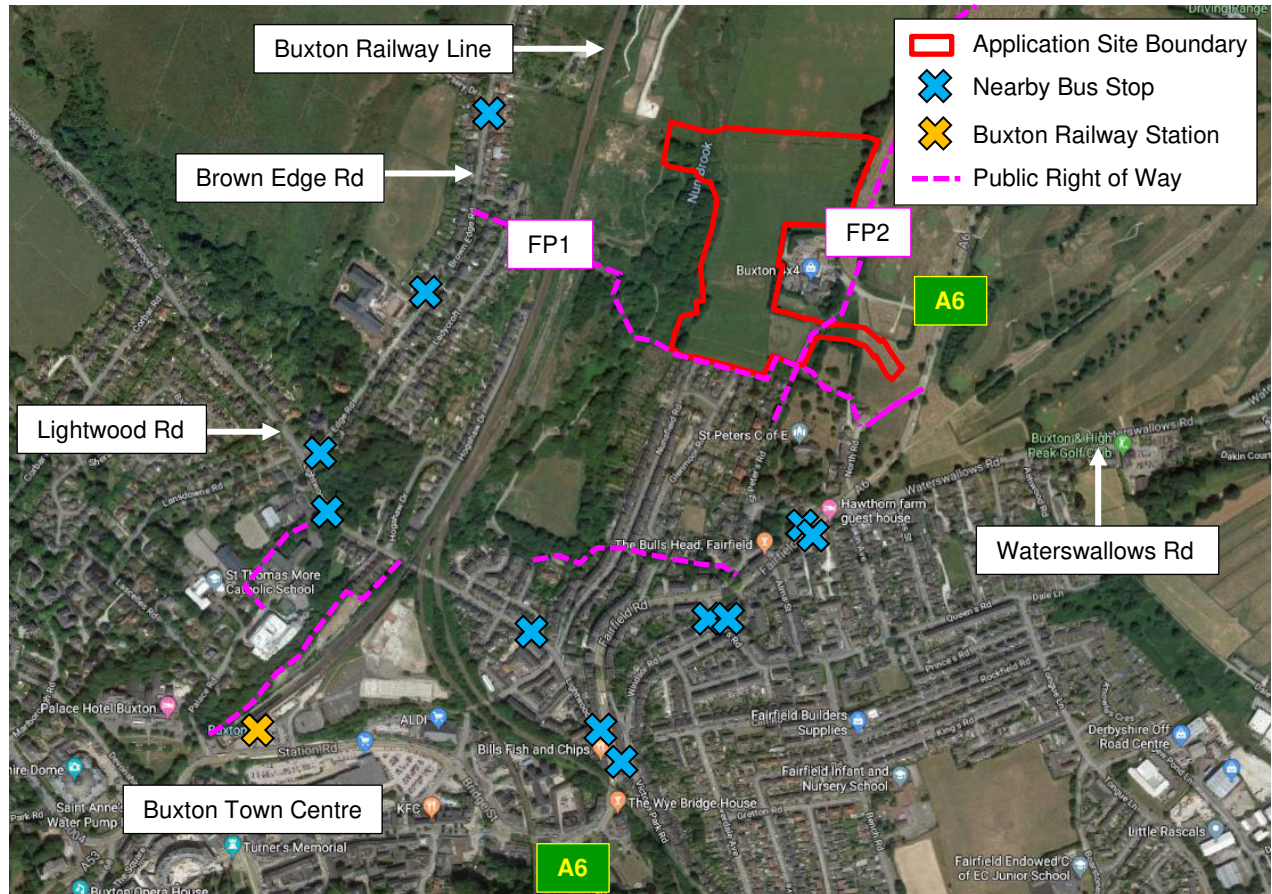
- 2.2 The site located to the west of the A6 in Buxton and comprises undeveloped land which forms part of Hogshaw Farm and Nunsfield Farm.
- 2.3 The application site is allocated for residential development (sites B3 and B4) in the High Peak Local Plan (2016) for up to 124 dwellings.
- 2.4 The site is bounded by undeveloped land to the north and west, undeveloped land and commercial/industrial uses to the east, residential properties and Nunsfield Road and Glenmoore Road to the south. The location of the site in relation to the wider highway network is shown on **Figure 2.1** below.

Figure 2.1 – Site Location – Wider Highway Network



2.5 The location of the site in relation to the local highway network is shown on **Figure 2.2** below.

Figure 2.2 – Site Location - Local Highway Network



Source: Google Maps

- 2.6 The application site currently comprises mostly undeveloped land which forms part of Hogshaw Farm.
- 2.7 There are a number of bus stops in the vicinity of the site as shown in **Figure 2.2** above. The nearest bus stop is located along the A6 within 300m of the proposed site access. The nearby bus stops provide access to a number of locations including Whaley Bridge, Hazel Grove, Stockport and Manchester Airport. Further details on public transport are provided in **Chapter 5**.
- 2.8 There are a number of public rights of way (PROW) within the vicinity of the site. PROW Buxton FP1 runs along the southern boundary of the site and then crosses the site in a north / south direction becoming FP2. FP1 provides a link between Brown Edge Road and the A6 via North Road and Buxton FP 77. FP 1 also links onto FP2 which provides a link between St Peter's Road and the A6.

Local Highway Network

2.9 The study area for the TA includes the following junctions:-

- Proposed Site Access Roundabout along the A6;
- A6 Fairfield Road / A53 Roundabout; and
- A6 Fairfield Road / Station Road / Dale Road Junction.

A6 Fairfield Road

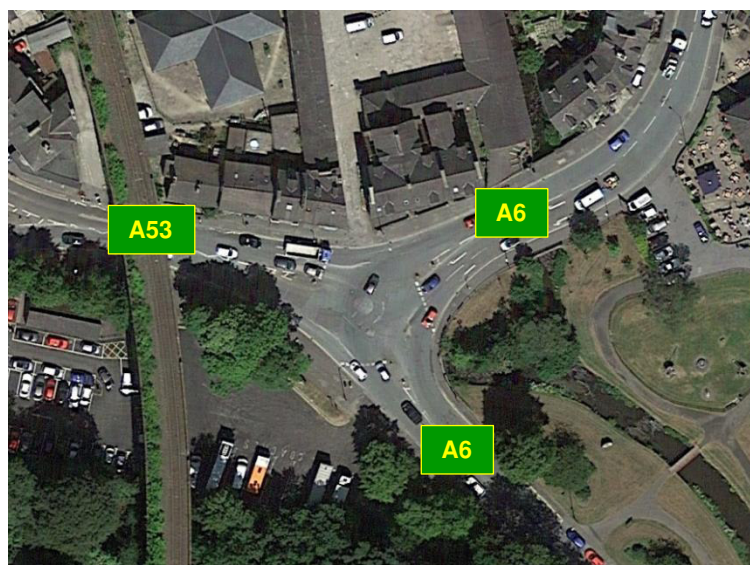
2.10 The A6 is located to the south and east of the site and is a major distributor route which provides long distance connection to Stockport and Manchester in the north and Derby, via Bakewell and Matlock in the southeast.

2.11 In the vicinity of the site, the A6 has a carriageway width of approximately 7.4m and benefits from footways and street lighting and is subject to a mandatory 50mph speed limit.

A6 / A53 Roundabout

2.12 The A6 / A53 roundabout is located to the south of the site in Buxton Town Centre and takes the form of a priority controlled mini-roundabout. The layout of the junction is shown on **Figure 2.3** below:

Figure 2.3 - A6 / A53 Roundabout



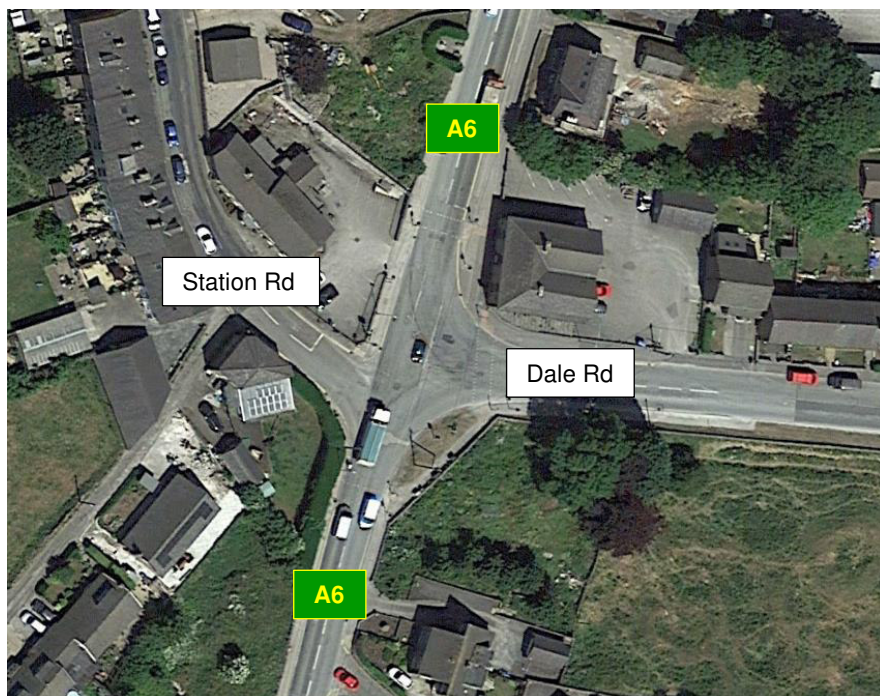
- 2.13 Pedestrian refuges are provided on the north-eastern and south-eastern arms of the roundabout in order to further assist pedestrians.

[A6 / Station Road / Dale Road Junction](#)

- 2.14 The A6 / Station Road / Dale Road junction is located to the north-east of the site in Dove Holes and takes the form of a signalised staggered crossroads junction with the A6 forming the major arms and station Road and Dale Road the minor arms.

- 2.15 The layout is shown on **Figure 2.4** below:

Figure 2.4 - A6 / Station Road / Dale Road



- 2.16 Signalised crossings are provided on all arms of the junction in order to further assist pedestrians.

Traffic Flow Data

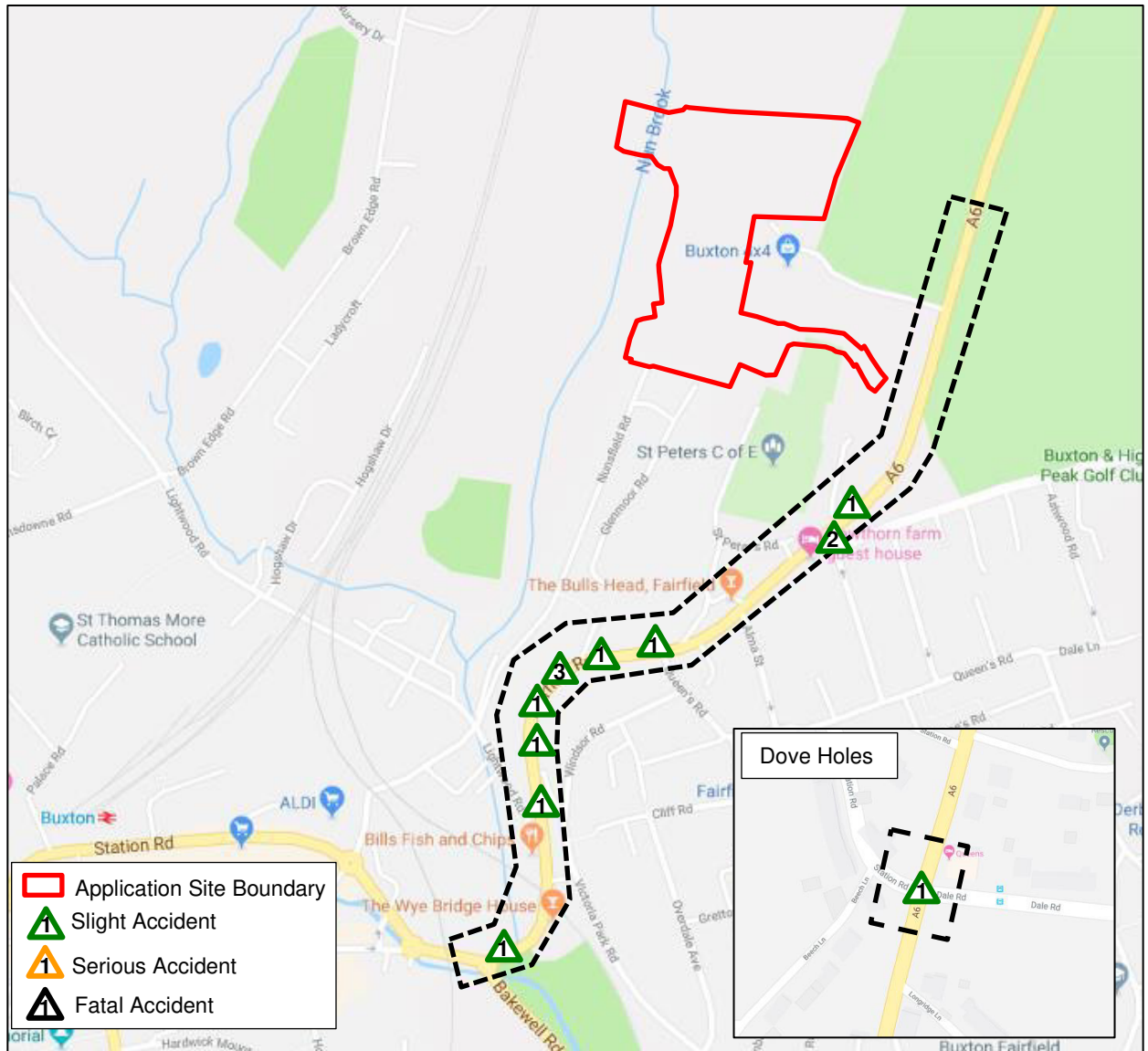
- 2.17 In order to establish existing traffic flow demand on the local network traffic flow surveys have been undertaken on Thursday 2nd May 2019 at the off-site junctions identified in 2.9 earlier. The traffic survey data is presented in **Appendix C** and shown diagrammatically on **Traffic Flow Figure 1**. The peak hours for the local highway network have been calculated as being between 07:45 and 08:45 and 16:15 to 17:15.

- 2.18 The use of the historic traffic flow data is considered acceptable in this instance and robust given that the surveys were undertaken pre-COVID19, with increased levels of working from home since the pandemic. DCC reviewed the previous TA and raised no queries with the traffic survey data used in the assessments.

Road Safety

- 2.19 The Planning Practice Guidance (PPG) 'Transport evidence bases in plan making and decision taking' document states that, *"Critical locations on the road network with poor accident records should be identified. This is to determine if the proposed development will exacerbate existing problems or, if proposed, whether highway mitigation works or traffic management measures will help to alleviate the problems"*.
- 2.20 In order to identify critical locations on the network with a poor accident record, the personal injury accident data has been obtained from the online resource website CrashMap for the most recently available 5-year period ending 31st December 2022, as shown on **Figure 2.5** below.

Figure 2.5 – Personal Injury



2.21 The key points derived from the 5-year accident analysis are summarised below:-

- One slight accident occurred within 20m of the A6 / A53 mini-roundabout;
- One slight accident occurred within 20m of the A6 / Queen's Road junction;
- Two slight accidents occurred at the A6 / Station Road / Dale Road junction;
- Three slight accidents occurred within 20m of the A6 / Waterswallows Road / North Road crossroads; and

- Seven slight accidents occurred along the A6 between the A6 / A53 mini-roundabout and the A6 / Queen's Road junction.

2.22 Whilst any accident is regrettable, there is a relatively low number of accidents within the study area with all accidents classed as slight severity. As a result, the existing accident record does not represent a material concern in the context of the proposed development.

3.0 PROPOSED DEVELOPMENT

Overview

- 3.1 The proposed development will provide 99 dwellings, comprising a mix of 11no. 2-bed houses, 48no. 3-bed houses and 40no. 4-bed houses.
- 3.2 The proposed site layout is presented in [Appendix D](#), which, as mentioned previously has been updated from the original submission in response to DCC's comments. Scaled plans which show the appropriate dimensions of the internal highway are also provided in [Appendix D](#).

Proposed Access Arrangements

- 3.3 As detailed earlier, vehicular access to the development will be provided from the new roundabout on the A6. as detailed earlier, the roundabout has been introduced to allow the application site and other allocated sites within Buxton to come forward and has been specifically designed to accommodate the traffic generated by these developments.
- 3.4 The roundabout will take the form of a four-arm priority-controlled roundabout with the eastern arm linking south to Waterswallows Road and allowing for a future connection into the Tongue Lane Industrial Estate. An existing section of Waterswallows Road will be stopped up with a new priority-controlled T-junction being created onto Waterswallows Road east. The A6 northbound approach and the eastern and western arms all benefit from pedestrian refuges with dropped kerbs and tactile paving to assist pedestrians across. In addition a Toucan and Pegasus signal-controlled crossing facility will be provided on the northern arm, catering for cyclists and equestrians. The layout of the roundabout is shown on [Appendix B](#).
- 3.5 At the request of DCC in their consultation comments, the access road into the site has been designed with a 5.5m wide carriageway. It also provides a 6m wide shared footway/cycleway/equestrian route on the northern side of the road, which links into the facility at the A6 roundabout, and a 2m wide footway on the southern side of the road, both of which separated from the carriageway by a verge. This arrangement runs for a length of approximately 70m into the site, where the shared footway / cycleway / equestrian route then crosses the internal access road and a 2m wide footway is provided adjacent to the carriageway and a separate bridleway runs along the southern boundary of the site and connects to the existing PRow.

- 3.6 The equestrian facilities proposed at the A6 roundabout and access road have been designed to form part of the White Peak Loop (WPL). The WPL is a circular route of 54-miles (86km) around the Derbyshire Peak District to provide a predominantly traffic-free cycling and walking trail, with provision for equestrian use wherever possible. When complete the WPL will connect three of the most popular trails: Monsal, Tissington and High Peak, with the towns of Buxton, Bakewell, Matlock, and Matlock Bath, as well as links to local railway stations.
- 3.7 The internal equestrian crossing will take the form of an uncontrolled crossing. This form of crossing is acceptable given that LTN3/03 states that uncontrolled equestrian crossings are suitable where 'the visibility is adequate and the vehicular flows and the 85th percentile speeds are reasonable'. As detailed later, the access will be relatively lightly trafficked, visibility from the crossing is good and traffic speeds low due vehicles just having negotiated the site access roundabout
- 3.8 The WPL is also part of a unique Key Cycle Network (KCN) to deliver strategic off road routes for work and leisure. The proposed KCN Link No. 17 between Buxton Railway Station and Fairfield Common (A6) has been identified as one of the top priority sections and a route through the application site is necessary to help complete the WPL. As part of the development, a segregated bridleway through the site is proposed delivering part of the WPL which is achieved through the retention and upgrading the PRoW that runs along the southern boundary of the site, as shown on the site plan.

Internal Road Layout

- 3.9 The internal road layout to be designed to achieve a 20mph design speed. It is proposed that the internal junctions will be on a raised table to help control speeds and provide improved pedestrian crossing.
- 3.10 The internal highway layout has been designed to comply with the Delivering Streets and Places Guidance 2017, as adopted by DCC, with the main internal spine road being designed with a 5.5m wide carriageway and more minor cul-de-sacs with a 5.0m wide carriageway. In addition, the footways designed with 2m width.
- 3.11 DCCs previous comments stated that frontage access to properties should be spaced 20m from junctions and that consideration should be given to converting the internal access junctions to bends to control speeds.

- 3.12 The layout has been revised from the original submission and, where possible, the junctions have been replaced with bends, particularly to the north of the site. As detailed earlier, it is proposed that the internal junctions will be on a raised table to help control speeds and provide improved pedestrian crossing. The raised table, along with the change in priority are considered to be as effective at reducing speeds as converting these junction to bends.
- 3.13 Carriageway and footway materials are to be addressed at the Section 38 stage of the application.

Servicing

- 3.14 In accordance with the principles set out in the MfS, the internal road network has been designed to ensure the movements of a refuse vehicle can be safely accommodated without allowing their requirements to dominate the layout.
- 3.15 After the initial site access, the internal access roads provide 5.5m wide carriageways with 2m wide footways and turning heads to ensure that reversing distances are kept to a minimum. Swept path analysis of a Denis Eagle Elite 6 (Mid Steer) refuse vehicle is shown on the plan provided in [Appendix E](#).

Parking

Car parking standards for residential development are presented in High Peak Borough Council's 2016 Local Plan and are summarised below:

Car Parking

- 1/2 bedrooms – 1.5 spaces per unit
 - 3 bedroom – 2 spaces per unit
 - 4+ bedrooms – 3 spaces per unit
- 3.16 The scheme provides parking in accordance with HPBC's standards and the parking spaces are designed with geometries of 2.4 x 4.8m.

Cycle Parking

- 1/2/3 bedrooms – 1 cycle parking space per unit if no garage or shed provided.
- 4+ bedroom 1 cycle space per unit if no garage or shed provided

- Motorcycle parking – no standard.

3.17 It is confirmed that cycle parking will be provided for each dwelling which do not benefit from a garage. This will be provided in a secure cycle storage in the curtilage of each property, as shown on the site plan.

3.18 Based on the above, the proposed development provides parking in accordance with HPBC's standards.

Levels

3.19 It was noted in DCC's consultation response that longitudinal sections are required to allow assessment of level differences within the site and that street gradients should not exceed 1 in 20. Longitudinal section will be provided at Section 38 detailed design stage. Notwithstanding this, the internal gradients are based on a pre-application meeting with DCC and are as follows:-

- Road 1 / main access from roundabout – 1 in 10
- All other roads – 1 in 12
- These gradients are the same as the applicant has had agreed and approved on Heathfield Nook and Midshires Meadow development and therefore acceptable.

Public Rights of Way

3.20 Consultation between SCP and DCC has taken place with regards to proposed PRow and Bridleway upgrades/diversions and a copy of DCC's comments are provided in **Appendix F**. The proposed layout plan presented in **Appendix D** has been updated to address these comments and includes the following:-

- Convert/upgrade a designated footpath within the site to a bridleway in order to form part of the White Peak Loop. In accordance with DCC's comments, the internal route has been designed to take a more meandering course and removal of the sharp right-angled bends. Between the spur road and the south-western corner of the site, the path has a minimum width of 3m and forms part of wider green corridor. The route has also been offset from the boundary with existing properties on Glenmoor Road and Nunsfield Road and forms a green corridor at this location with limited physical separation from the proposed dwellings to the south of the spur road. Chicane barriers set wide apart will be provided to allow ease of access for all users should be installed on the uphill side of the junctions with Glenmoor Road and Nunsfield Road to help slow cyclists down in advance.
- A new section of bridleway along the proposed site access between Buxton FP2 to the west and the proposed site access roundabout to the east. Two paths (minimum 3m wide) will be provided in order to segregate equestrians from other non-motorised users.
- Further design details such as surfacing materials, signage and illumination are to be agreed with DCC during the detailed design stage, however it is confirmed that these will be provided in accordance with DCC's comments.

3.21 It is understood that a diversion order and creation agreement will need be dealt with by High Peak Borough Council, however confirmation is sought.

4.0 PLANNING POLICY CONTEXT

Introduction

- 4.1 This Chapter provides a summary of relevant national, regional and local transport policies and provides a brief analysis of how the proposed development will contribute towards their aims and objectives.

Introduction

- 4.2 This chapter provides a summary of relevant national, regional and local transport policies and provides a brief analysis of how the proposed development will contribute towards their aims and objectives.

National Planning Policy Framework (NPPF)

- 4.3 NPPF is published by the Ministry for Communities and Local Government to set the framework under which local transport, parking and accessibility plans and policies are set. The NPPF has been revised most recently in December 2023.
- 4.4 At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development which for decision-taking means:
- “approving development proposals that accord with an up-to-date development plan without delay; or
 - where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
 - the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
 - any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.”
- 4.5 In assessing sites that may be allocated for development in plans, or specific 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; and

- 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 46; 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.

4.6 Importantly, NPPF 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’.

‘Within this context, applications for development should:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.*

All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

Derbyshire County Council Local Transport Plan

- 4.7 Derbyshire Local Transport Plan was published in 2011 and sets out the transport vision, goals, challenges to be tackled and a strategy covering the period to 2026. The vision aims to achieve a transport system that is both fair and efficient, promotes healthier lifestyles, safer communities, safeguards and enhances the natural environment and provides better access to jobs and services. Whilst also improving choice and accessibility of transport and integrating economic, social and environmental needs.
- 4.8 The five transport goals are:
- Supporting a resilient local economy
 - Tackling climate change.
 - Contributing to better safety, security and health;
 - Promoting equality of opportunity;
 - Improving quality of life and promoting a healthy natural environment
- 4.9 The plan puts emphasis on supporting a resilient local economy, contributing to better safety, security and health, and improving quality of life and promoting a healthy natural environment.

High Peak Local Plan

- 4.10 The site is allocated for housing in the High Peak Local Plan (Site Ref B4). In regards to the transport related aspects of the site, the High Peak Local Plan states the following:

“6.93 There are extensive footpaths within the site, but these will need improving, and cycle ways included, within the first phase of development.”

“6.96 Currently, there is only limited access to the site. An unadopted vehicular access from Hogshaw Villas serves garages, allotments and the playing field. To the north, the site abuts both Nunsfield Road and Glenmoor Road, although neither would be suitable to cater for the increased level of traffic as a result of development. Overall, the existing road network is incapable of improvement to provide anything but an access for emergency vehicles. Therefore, a new access to the site is required from the A6, which is congested for much of the day.”

“6.97 The Local Plan proposes a new roundabout at Fairfield Common which lies within the Fairfield Conservation Area. Potentially, this roundabout would serve both the Hogshaw development, and further development in Fairfield. There is currently an outline permission for this roundabout as part of a residential development at Fairfield. A recent renewal application has been made for the same scheme. However, there is no agreed programme for this scheme. Consequently, provision of the roundabout would fall to the developer of Hogshaw, if this came forward first. A local distributor standard road of approx 265m from this roundabout would also be required to access the site.”

4.11 Policy CF 6 states the following:

“Accessibility and Transport

The Council will seek to ensure that development can be safely accessed in a sustainable manner. Proposals should minimise the need to travel, particularly by unsustainable modes of transport and help deliver the priorities of the Derbyshire Local Transport Plan.

This will be achieved by:

Delivering sustainable patterns of development

- *Ensuring that additional growth within the Market Towns and Larger Villages is managed and where possible, accompanied by accessibility improvements*
- *Promoting a balanced distribution of housing and employment*
- *Ensuring the development of social, cultural and community facilities in locations that allow for ease of access by multiple methods of transportation*
- *Requiring that all new development is located where the highway network can satisfactorily accommodate traffic generated by the development or can be improved as part of the development*
- *Requiring that new development can be integrated within existing or proposed transport infrastructure to further ensure choice of transportation method and enhance potential accessibility benefits*
- *Supporting proposals for new community assets and facilities where these are required to meet the needs of the Plan Area or lead to the provision of additional assets that improve community well-being*

- *Requiring that facilities are well related to public transport infrastructure and provide high standards of accessibility to all sectors of the community*
- *Supporting innovative schemes to secure the local delivery of public services in rural communities and other areas with poor public transport, in particular the delivery of some services through the use of mobile services and technology will be encouraged where this results in better local provision*
- *Ensuring development does not lead to an increase in on street parking to the detriment of the free and safe flow of traffic*
- *Supporting transport infrastructure and services*
- *Supporting the implementation of the A6 Corridor Transport Strategy in Buxton and the Central Area. Specific measures are identified in the relevant Local Plan policies and Infrastructure Delivery Plan*
- *Supporting highways and junction improvements required to address the cumulative impact of development across High Peak as identified in the High Peak Local Plan*

Transport Study and Infrastructure Delivery Plan

- *Promoting the maintenance and introduction of appropriate facilities to support cyclists, pedestrians and horse riders, ensuring that development supports the use of local cycleway and pathway networks to improve choice of travel and ensuring safe access to developments on foot and by bicycle*
- *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."

Summary

- 4.12 In general, the national, regional and policies set out above promote common aims in respect of reducing car borne trips and encouraging travel by sustainable modes such as public transport, walking and cycling. In particular, policy advocates locating developments that generate significant movement where there is high quality infrastructure and sustainable transport modes can be maximised.

- 4.13 The site is allocated for housing in the local plan and the following chapter demonstrates that the proposed development is well located in relation to sustainable transport facilities making the development accessible to non-car modes of transport. The development proposals are therefore considered to be in accordance with the thrust of national, regional and local policy aims.

5.0 SUSTAINABLE TRANSPORT APPRAISAL

General

- 5.1 This Chapter presents a review of the accessibility of the site by walking, cycling and public transport modes. Policies to encourage travel by sustainable modes are developed further within the Interim Travel Plan for the development that accompanies this application.

Pedestrians

- 5.2 The MfS states that walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which residents may access comfortably on foot. However, it goes on to state that this is not an upper limit and that walking offers the greatest potential to replace short car trips, particularly those under 2km.
- 5.3 The pedestrian accessibility of the development has been modelled using Geographical Information System (GIS) software to produce isochrones mapping.
- 5.4 As detailed in the High Peak Local Plan (2016), "*most of the [application] site is within 1km walk of the town centre facilities,*" which includes a wide range of facilities, including education, leisure, retail and commercial facilities, as summarised below:

Table 5.1 – Local Facilities within 2km

Facility	Detail	Distance from centre of site (approximate)
Supermarket	Aldi	600m
Primary School	St Thomas Moore Catholic School	700m
Shopping Centre	The Springs Shopping Centre	800m
Post Office	Buxton Post Office	800m
Railway Station	Buxton Railway Station	950m
Buxton Centre	Shopping Facilities/Tourist Attractions	1.1km
School/Pre School	Fairfield Infant and Nursery School	1.1km
University	University of Derby (Buxton Campus)	1.2km
School/Pre School	Buxton Infant and Nursery School	1.2km
Pharmacy	Peak Pharmacy	1.4km
Primary School	Fairfield Endowed C of E Primary School	1.4km
Supermarket	Morrisons	1.5km
Library	Buxton Library	1.8km

- 5.5 In relation to the quality of the pedestrian routes, the new site access roundabout onto the A6 will provide high quality, pedestrian, cycle and equestrian facilities which will connect the development into the wider highway network. This includes a shared footway / cycleway and equestrian route on the northern side of the site access arm and a 2m wide footway on the southern side of the road, both of which separated from the carriageway by a verge. In relation to the crossing facilities, the A6 southern arm and the eastern and western arms all benefit from pedestrian refuges with dropped kerbs and tactile paving. In addition, a Toucan and Pegasus signal controlled crossing facility will be provided on the northern arm, catering for cyclists and equestrians.
- 5.6 In addition, a segregated bridleway through the site is proposed delivering part of the WPL which is achieved through the retention and upgrading the PRow that runs along the southern boundary of the site.
- 5.7 A new section of footway will be provided on the eastern side of the A6 which will link into the existing footway which provides a continuous connection south into Buxton and the associated facilities, with only minor side road arms that require crossing. As detailed earlier, the review of the accident record has not highlighted any safety issues, suggesting that the existing facilities are operating safely. Having regard to the above, the existing and proposed pedestrian facilities are considered appropriate to serve the development.

Cyclists

- 5.8 Transport policy identifies that cycling represents a realistic and healthy option to use of the private car for making journeys up to 5km as a whole journey or as part of a longer journey by public transport.
- 5.9 The plan in **Appendix G** illustrates the 5km cycle catchment area around the site, which is roughly equivalent to a 25 minute cycle time. The plan demonstrates that the entirety of Buxton and the nearby village of Dove Holes is located within 5km of the development.
- 5.10 As can be seen from the local cycle infrastructure plan in **Appendix G**, National Cycle Route (NCR) 68 is located approximately 1.0km to the south-west of the site along the A5004 which forms part of the Pennine Cycleway and provides cycle access to the nearby areas of New Mills and Glossop, amongst others.

- 5.11 In their consultation comments, DCC requested that a Walking, Cyclist and Horse Riding Assessment (WCHRA) be undertaken along the A6. It is not typical for residential developments to undertake WCHRA assessments. WCHRA's are used for assessing highway schemes on motorways and all-purpose trunk roads, the A6 is not a trunk road. Furthermore, the site access roundabout onto the A6 has been designed by DCC and introduced to allow the application site and other allocated sites within Buxton to come forward. Pedestrian, cycle and equestrian user have been taken into account in the design, with a Toucan and Pegasus signal-controlled crossing facility provided on the northern arm and appropriate links provided. If a WCHRA is deemed necessary it should have been carried out as part of the A6 roundabout design works.
- 5.12 A Cycling Level of Service (CLOS) and Junction Assessment Tool (JAT) are assessment tools for scoring cycle schemes against the standards in LTN 1/20 and give local authorities flexibility on infrastructure design whilst also setting a measurable quality threshold to achieve when designing new cycling schemes.
- 5.13 A JAT examines all potential movements at a junction and enables designers to assess how well a junction provides for cycling as well as identify any measures required. Similarly, a CLOS is undertaken as part of the design process to assess potential schemes and their relative benefits, to ensure that a scheme conforms to good practice, and are also used as part of the funding process.
- 5.14 Therefore, the requested assessment tools are relevant for wider new cycle route schemes but are not considered necessary as part of the proposed development/access arrangement. Again, the site access roundabout onto the A6 has been designed by DCC and provides high quality facilities for pedestrians, cyclists and equestrians. If a CLOS and JAT was considered necessary, this should have been carried out as part of the A6 roundabout design works.

Public Transport

- 5.15 In terms of bus services, the Chartered Institute of Highways & Transportation's (CIHT's) *"Guidelines for Planning for Public Transport in Developments"* document identifies, at section 6.20, that *"Bus stops are located to minimise passengers' walking distance to their final destination. The maximum walking distance to a bus stop should not exceed 400m and preferably be no more than 300m."*
- 5.16 The nearest bus stops are located along the A6, less than 300m walking distance of the proposed site access and are therefore within the recommended walking distance. Further bus stops are provided along Lightwood Road and Brown Edge Road which can be accessed via FP1.

- 5.17 Whilst it is acknowledged that some of the proposed dwellings fall outside of 400m threshold, they are still located within an acceptable walk distance. As detailed previously, continuous and high-quality footways are provided along the route to the bus stops, with a signalised crossing facilities provided over the A6.

Services from the bus stops at these locations are summarised in **Table 5.2** below:

Table 5.2 – Bus Service Summary

Service Number	Bus Stop Locations			Route	Mon-Fri		Sat		Sunday	
	Fairfield Road (A6)	Lightwood Road	Brown Edge Road		Frequency	First/Last	Frequency	First/Last	Frequency	First/Last
030	✓			Dove Holes – Peak Dale - Buxton	School Service		No Service		No Service	
62	✓			Buxton – Hope – Castleton	3 services per day	08:28 – 15:48	3 services per day	08:28 – 15:48	3 services per day	08:28 – 15:48
76		✓	✓	Buxton – Brown Edge	4 services per day	09:00 – 15:00	4 services per day	09:00-15:00	-	-
185	✓			Burlow – Harpur Hill – Buxton – Fairfield Estate	60	07:02-19:15	60	07:20-19:20	-	-
190	✓			Buxton – Upper End – Chapel – Whaley Bridge	1-2 hours	08:45 – 17:50	2-3 hours	08:45 – 17:50	-	-
Skyline 199	✓			Buxton – Chapel -Whaley Bridge – Stockport – Manchester Airport	30	04:30 – 22:40	30	04:30 – 22:40	60	03:30-21:25

- 5.18 Buxton Bus Station is located directly opposite Buxton Railway Station and provides further bus services throughout the region.
- 5.19 Buxton Railway Station is located approximately 1.5km to the south-west of the pedestrian site access along the A6 and cycle parking with CCTV is provided at the station.

- 5.20 Buxton Railway Station provides regular train services throughout the week (approximately two services per hour during peak hours) to Manchester Piccadilly via Chapel-en-le-Frith, Hazel Grove, Stockport and Levenshulme, amongst others. The journey time from Buxton Railway Station to Manchester Piccadilly Station is approximately one hour.
- 5.21 The plan in **Appendix H** indicates a 60 minute public transport journey from the site. The time includes the walk to the nearby bus stops and railway station, demonstrating that it is possible to reach areas such as Leek, Macclesfield and Stockport within an acceptable commute time.
- 5.22 On this basis, the existing public transport provision is considered acceptable and provide a viable option for prospective residents. In addition, the development will provide bus taster tickets, as requested by DCC, to further encourage use by public transport.

Summary

- 5.23 The application site is allocated under sites B3 and B4 of the High Peak Local Plan so the principle of residential development and accessibility of the site has already been established and found acceptable by HPBC. In particular and as detailed in the TA, the High Peak Local Plan (adopted 2016), states that “most of the [application] site is within 1km walk of the town centre facilities,”
- 5.24 The accessibility analysis above presents a detailed assessment of the accessibility of the site with the pedestrian, cycle and public transport accessibility of the development having been modelled using GIS software with isochrone mapping. In addition, a list of the available facilities within acceptable 2km walk distance of the site is provided.
- 5.25 Based on this and the accessibility analysis presented in this report, there is no requirement in the Local Plan to provide any improvements to sustainable modes of travel.
- 5.26 Notwithstanding this, accessibility should be considered in the round, with this site benefiting from good levels of accessibility within easy walk distance of Buxton and the wide range of facilities provided. Again the site is allocated for residential development, with there being no requirement as part of the allocation policy to improve public transport access.

6.0 FUTURE BASELINE TRAFFIC CONDITIONS

Introduction

- 6.1 This Chapter describes the future baseline traffic conditions on the local highway network in relation to traffic growth and committed development traffic flows.

Traffic Growth

- 6.2 Capacity assessments in this TA are undertaken for the predicted year of submission and 5-years hence, which is broadly compliant with guidance contained in the DfT's "*Guidance on Transport Assessment*" document. The year of submission is 2024 and the future assessment year adopted is therefore 2029.
- 6.3 In order to quantify the level of background traffic growth that could occur on the local network between the date of the traffic surveys and the assessment years, National Traffic Model (NTM) growth factors, modified by TEMPRO local growth factors, have been extracted for the High Peak 010 Middle Super Output Area (MSOA) and are summarised in **Table 6.1** below:-

Table 6.1 – Traffic Growth Factors

Period	AM Peak	PM Peak
2019 to 2029	1.0967	1.0961

- 6.4 The above growth factors are applied to the surveyed traffic flow to obtain the 2029 growthed surveyed traffic flows, as shown on **Traffic Flow Figure 2**.

Committed Development Flows

- 6.5 The committed development to be taken into account in this TA are summarised below.

Waterswallows Residential Development

- 6.6 The Waterswallows residential development was approved at outline for 330 dwellings (Application Reference: HPK/0003/9366). There is limited information on the Council's planning website, however, it is understood that the planning permission is still extant through the submission of a reserved matters application and on this basis, the Waterswallows site is proposed to be taken into account in the TA.

- 6.7 Given that no TA for the Waterswallows site is available on the Council's website, the approved trip rates presented later in this scoping note have been applied to the Waterswallows 330 dwelling scheme and distributed through the study area based on information from the 2011 Census. The resultant Waterswallows committed development traffic is presented diagrammatically in **Traffic Flow Figure 3**.

Granby Road Residential Development

- 6.8 A planning application (Application Reference: HPK/2019/0164) for a 73 dwelling residential development (known as Granby A) was granted planning permission on 26th March 2020, with the majority of the site already constructed. Notwithstanding this, the Granby A committed development traffic flows have been included in the assessment which provides a robust assessment, with the traffic flows shown on **Traffic Flow Figure 4**.
- 6.9 No planning application has been submitted for the Granby B site so there is no reasonable degree of certainty that development will come forward in the next 3 years. Given that this is an allocated site, any traffic will be taken into account through the application of background traffic growth.
- 6.10 A planning application has been submitted for Granby C which, at the time of preparing this report has not been granted planning permission. However, to provide a robust assessment the traffic flows have been obtained from the supporting TA and included in the assessments presented later in this report. The Granby C traffic flows are shown on **Traffic Flow Figure 5**.
- 6.11 The total committed development flows are shown on **Traffic Flow Figure 6**.

7.0 TRIP GENERATION, DISTRIBUTION AND ASSIGNMENT

Overview

7.1 This chapter provides an estimate the number of multi-modal trips generated by the proposed uses of the site, along with the distribution and assignment of vehicular traffic on the local highway network.

Trip Generation

7.2 To estimate the trip generating potential of the proposed residential use of the site, the TRICS Database has been interrogated for surveys of developments similar to that proposed.

7.3 The selection criteria for the residential TRICS-based trip rates is as follows:-

- Land use Residential / Houses Privately Owned;
- London and NI / Ireland sites excluded;
- Multimodal surveys;
- 'Edge of Town' and 'Suburban Area' locations included; and
- Based on number of dwellings.

7.4 The TRICS outputs are presented in **Appendix I** with the trip rate summarised in **Table 7.1** below:-

Table 7.1 – Residential Use Trip Rates (Trip Rate per Dwelling)

Mode	Weekday AM Peak Hour (08:00 to 09:00)		Weekday PM Peak Hour (17:00 to 18:00)	
	Arrivals	Departures	Arrivals	Departures
Vehicles	0.134	0.365	0.322	0.164
Cyclists	0.006	0.020	0.014	0.010
Pedestrians	0.051	0.138	0.065	0.032
Public Transport	0.003	0.045	0.026	0.003

7.5 The above trip rates have been applied to the proposed 99 dwellings to determine the multi-modal trip generation for the development, as summarised in **Table 7.2** below

Table 7.2 – Proposed Residential Development Trip Generation

Mode	Weekday AM Peak Hour (08:00 to 09:00)		Weekday PM Peak Hour (17:00 to 18:00)	
	Arrivals	Departures	Arrivals	Departures
Vehicles	13	36	32	16
Cyclists	1	2	1	1
Pedestrians	5	14	6	3
Public Transport	0	4	3	0

Trip Distribution and Assignment

- 7.6 The trip distribution methodology is based on Special Workplace Statistics (SWS) from the 2011 National census for all “out-moves” for the High Peak 10 Middle Super Output Area (MSOA), as presented in **Appendix J**.
- 7.7 Out-moves provide an indication of the numbers and destinations (on a ward basis) of people who reside in the MSOA and who work elsewhere. The out-moves are assigned to the routes summarised in **Table 7.3** below and are expressed as a percentage of the total number of movements out of the ward:-

Table 7.3 – Trip Distribution

Route Description	Percentage
Station Road West	3%
Dale Road East	2%
A6 North	32%
Waterswallows Road East	12%
A53 West	29%
Bakewell Road South	21%

- 7.8 The above distribution routes are shown diagrammatically on the **Traffic Flow Figure 7**.
- 7.9 As mentioned previously, the proposed site access roundabout will provide a link between the A6 and Waterswallows Road. Traffic which currently routes via Waterswallows Road in order to access the A6 will instead route via the proposed roundabout.

Traffic Assignment

- 7.10 The development related traffic has been assigned to the above distribution method and are shown on **Traffic Flow Figure 8**.

8.0 ANTICIPATED HIGHWAY IMPACT

Introduction

- 8.1 This Chapter describes the impact of the additional trips generated by the proposed development on the operation of the local highway network.

Assessment Methodology

- 8.2 Assessments of the priority controlled and roundabout junctions within the study area have been undertaken using Junctions 9 (ARCADY and PICADY) software and for the signal junction LINSIG software.
- 8.3 With the Junctions 9 model the results generated provide a Ratio to Flow capacity (RFC) along with an estimate of the likely traffic queues. RFC values between 0.00 and 0.85 are generally accepted as representing stable and acceptable operating conditions. Values between 0.85 and one and represents variable operation (i.e. possible queues building up at the junction during the period under consideration and increases in vehicular delay moving through the junction). RFC values in excess of one represents overloaded conditions (i.e. congested conditions).
- 8.4 LINSIG software presents results as a percentage Degree of Saturation (DoS) and corresponding likely traffic queues for each modelled link at the junction. For Traffic Signals it is generally accepted that DoS of 90% or less on individual links represents satisfactory signal operation. DoS of between 90% and 100% represent variable operation which warrants further investigation and values in excess of 100% represent overloaded conditions.
- 8.5 Capacity assessments have been undertaken in future assessment year (2029) in the 'with' and 'without' development scenarios. The 2029 'without development' baseline traffic flows are the sum of the growthed traffic flows plus the committed development flows and are shown on **Traffic Flow Figure 9**. The 2029 'with development' assessment traffic flows are the sum of the baseline traffic flows and the proposed development traffic flows, as shown on **Traffic Flow Figure 10**.

Proposed Site Access Roundabout

- 8.6 As detailed earlier, vehicular access to the development will be provided via from the new roundabout on the A6 which, at the time of preparing this report, is currently under construction. The roundabout has been introduced to allow the application site and other allocated sites within Buxton to come forward and has been specifically designed to accommodate the traffic generated by these developments.

- 8.7 Notwithstanding this ARCADY software has been used in the assessment of the proposed site access roundabout and the results are presented in **Appendix K** with the results summarised in **Table 8.1** below.

Table 8.1 – Proposed Site Access Roundabout – 2029 ‘With Development’ ARCADY Results

Arm	AM PEAK (0800 to 0900)		PM PEAK (1700 to 1800)	
	RFC	MMQ	RFC	MMQ
A6 (North)	0.70	2.3	0.61	1.6
Waterswallows Road	0.27	0.4	0.32	0.5
A6 (South)	0.62	1.6	0.74	2.8
Site Access	0.06	0.1	0.03	0.0

- 8.8 As to be expected, the above table demonstrates that the proposed site access roundabout is forecast to operate within capacity with the development proposals in place.

A6 / A53 Mini-Roundabout

- 8.9 Assessments of the operation of A6 / A53 mini-roundabout have been undertaken using ARCADY software. The ARCADY outputs are presented in **Appendix L** with the results summarised in **Table 8.2** and **Table 8.3** below.

Table 8.2 – A6 / A53 Mini-Roundabout – 2029 Without Development ARCADY Results

Arm	AM PEAK		PM PEAK	
	RFC	MMQ	RFC	MMQ
A6 (North-west)	1.03	32.1	1.01	21.1
A6 (South-west)	0.89	6.2	0.98	13.8
A53	0.75	2.8	1.12	35.1

Table 8.3 – A6 / A53 Mini-Roundabout – 2029 With Development ARCADY Results

Arm	AM PEAK		PM PEAK	
	RFC	MMQ	RFC	MMQ
A6 (North-west)	1.05	38.8	1.02	22.3
A6 (South-west)	0.89	6.3	1.00	15.5
A53	0.76	2.9	1.13	39.2

- 8.10 The above results demonstrate that the A6 / A53 mini-roundabout is predicted to operate over capacity in 2026 without the proposed development in place. However, with the additional development traffic there is no material change in overall junction performance / predicted queue lengths, when comparing the ‘with’ and ‘without development’ scenarios, with a maximum increase in RFC values of only 0.1 and queues of 6-7 PCU, which cannot be considered to be material or severe.
- 8.11 It should be noted that when junctions reach their theoretical capacity, ARCADY software is unable from that point to accurately predict how the junction would cope with additional traffic flows, very often results in an exponential increase in queueing, which is not commensurate with the actual number vehicles added to the approach flows, as is the case here.
- 8.12 When junctions reach their theoretical capacity, ARCADY software is unable from that point to accurately predict how the junction would cope with additional traffic flows, very often results in an exponential increase in queueing, which is not commensurate with the actual number vehicles added to the approach flows, as is the case here.
- 8.13 Furthermore, it should be noted that the proposed development will only result in an increase of 26 two-way trips in both the AM and PM peak hours, which equates to an average of less than one additional vehicle every two minutes. This falls below the widely accepted 30 two-way trip threshold for when a traffic impact requires detailed assessment or considered material (now archived DfT Guidance on Transport Assessment).
- 8.14 Paragraph 111 of the NPPF states “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”. It is important to note the distinction that NPPF paragraph 111 draws between consideration of the acceptability of road safety matters (where an ‘unacceptable’ test applies) and traffic impact matters (where a ‘severe’ test applies), although there is no definition of ‘severe’ impact within the NPPF.

- 8.15 There are a number of Appeal and High Court decisions which have considered the 'severe' impact test with it being widely accepted that this is a qualitative term and calls for the exercise of judgment on the part of the decisionmaker. However, Inspectors have concluded that the term 'severe' sets a high bar for intervention via the planning system in traffic effects arising from development and that mere congestion and inconvenience / delay was not sufficient to trigger the 'severe' test but rather it was a question of the consequences of such congestion.
- 8.16 As detailed previously, this junction is operating safely and the relatively minor increase in additional traffic and delay as a result of the development is not going to result in drivers taking undue risks or result in any highway safety issues. Drivers already experience some level of delay at this junction which again, from a review of the accident record, is clearly not resulting in any accident issues.
- 8.17 As part of DCC's consultation response, there was no suggestion that the development is having a 'severe' impact at this junction, although DCC did request an assessment of how the queues could be reduced by the promotion of alternative modes of transport. As detailed earlier, the site already benefits from good levels of accessibility, being within easy walk distance of Buxton and the wide range of facilities provided. In addition, a Travel Plan has been provided (submitted under separate cover) which provides a range of sustainable travel measures and will help reduce single occupancy car trips generated by the development. On this basis and given that the development will not have a material impact on the operation of this junction, mitigation through physical measures or sustainable transport measures (with the exception of those already proposed in the Travel Plan) is not necessary or justified and no further assessments are required.

A6 / Station Road / Dale Road Signal Controlled Junction (Dove Holes)

8.18 LINSIG software has been used to model the A6 / Station Road / Dale Road signal controlled junction (Dove Holes). The results of the 'with' development assessments are presented in **Appendix M** and summarised in **Table 8.4** below:-

	2029 With Dev Scenario			
	AM PEAK		PM PEAK	
	DoS	MMQ	DoS	MMQ
Dale Road - Left Ahead Right	87.2%	6.7	83.9%	6.5
A6 Buxton Road - Right Left Ahead	74.7%	15.6	87.8%	22.0
Station Road - Ahead Right Left	80.6%	5.4	46.3%	2.1
A6 Hallsteads Road - Left Ahead Right	88.8%	23.1	77.2%	16.9
Dale Road - Exit	8.4%	0.0	5.7%	0.0
A6 Buxton Road Exit	46.0%	0.4	39.8%	0.3
Station Road Exit	4.0%	0.0	5.4%	0.0
A6 Hallsteads Road Exit	36.5%	0.3	42.0%	0.4
PRC (%):	1.4%		2.5%	

8.19 The above table demonstrates that the A6 / Station Road / Dale Road signal controlled junction is forecast to operate within capacity with the development proposals in place.

9.0 SUMMARY AND CONCLUSIONS

- 9.1 SCP have been appointed by Barratt Homes to provide specialist transport planning and engineering advice in support of the proposed residential development on land to the west of the A6, Buxton. The application site is allocated for residential development (sites B3 and B4) in the High Peak Local Plan (2016) for up to 124 dwellings.
- 9.2 The proposed development comprises a residential development of 99 dwellings providing a mix of 2, 3 and 4-bed houses
- 9.3 Vehicular access to the development will be provided via from the new roundabout on the A6. The roundabout has been introduced to allow the application site and other allocated sites within Buxton to come forward and has been specifically designed to accommodate the traffic generated by these developments.
- 9.4 The roundabout takes the form of a four-arm priority-controlled roundabout with the eastern arm linking south to Waterswallows Road and allowing for a future connection into the Tongue Lane Industrial Estate. An existing section of Waterswallows Road will be stopped up with a new priority-controlled T-junction being created onto Waterswallows Road east. The A6 northbound approach and the east and west arms all benefit from pedestrian refuges with dropped kerbs and tactile paving to assist pedestrians across. In addition, the A6 southbound approach benefits from a Toucan and Pegasus signal-controlled crossing facility.
- 9.5 A segregated bridleway will be provided through the site which will deliver part of the White Peak Loop, which is achieved through the retention and upgrading the PRoW that runs along the southern boundary of the site. The White Peak Loop is a circular route of 54-miles (86km) around the Derbyshire Peak District which will provide a predominantly traffic-free cycling and walking trail, with provision for equestrian use wherever possible. When complete the White Peak Loop will connect three of the most popular trails: Monsal, Tissington and High Peak, with the towns of Buxton, Bakewell, Matlock, and Matlock Bath, as well as links to local railway stations
- 9.6 The personal injury accident data for the most recently available five year period for the most recently available five year period has been reviewed and does not represent a material concern in the context of the proposed development.
- 9.7 The development is compliant with local, regional and national policy as it will promote sustainable modes of travel and reduce the number of car trips to local facilities.

- 9.8 It has been demonstrated that the development is sustainable with good accessibility to the site provided to those travelling by foot, bicycle and public transport.
- 9.9 It is estimated that the scheme will generate a total of 58 two-way vehicle movements in the AM peak hour and a total of 56 two-way vehicle movements in the PM peak hour.
- 9.10 The impact of the traffic arising from the scheme has been tested in detail at the following junctions:
- Site Access Roundabout along the A6
 - A6 / A53 Mini Roundabout; and
 - A6 / Station Road / Dale Street Signalised Junction
- 9.11 The assessments show that all the junctions have sufficient spare capacity to accommodate the proposed development or the development will not have a material impact on the operation of these junctions.
- 9.12 On this basis, the residual cumulative impact of the development cannot therefore be considered 'severe' and, in accordance with paragraph 111 of the NPPF, there is no reason to prevent or refuse this planning application on transport grounds.
- 9.13 The proposed development is therefore commended for approval.

S|C|P

APPENDIX A



SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION BOX

IT IS ASSUMED THAT ALL WORKS ON THIS DRAWING WILL BE CARRIED OUT BY A COMPETENT CONTRACTOR WORKING, WHERE APPROPRIATE, TO AN APPROPRIATE METHOD STATEMENT.

THIS DRAWING IS TO BE USED ONLY FOR THE PURPOSE OF ISSUE THAT IT WAS INTENDED FOR AND IS SUBJECT TO AMENDMENT.

NOTES

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT DOCUMENTATION.

2. DO NOT SCALE FROM THIS DRAWING. USE ONLY PRINTED DIMENSIONS.

3. ALL DIMENSIONS IN METRES, ALL CHAINAGES, LEVELS AND COORDINATES ARE IN METRES UNLESS DEFINED OTHERWISE.

4. THIS DRAWING IS BASED ON ORDNANCE SURVEY DATA AND TOPOGRAPHICAL DATA PROVIDED BY DERBYSHIRE COUNTY COUNCIL.

5. ALL WORKS TO THE GOLF COURSE TO BE DESIGNED AND COMPLETED BY OTHERS.

6. FOR DETAILS OF TREE PROTECTION AND TREE FELLING REFER TO THE ARBORICULTURAL IMPACT ASSESSMENT (REPORT REFERENCE HFRBAIA) AND THE PRELIMINARY TREE PROTECTION PLAN (DRAWING HFRB-AIA-TPP-01).

KEY

VERGE/GRASSED AREAS

EQUESTRIAN ROUTE

SHARED FOOTWAY / CYCLEWAY

ROAD CONSTRUCTION

FOOTWAY / PAVED AREAS CONSTRUCTION

FOOTWAY CONTINUES THROUGH EQUESTRIAN CROSSING

EARTHWORKS

AREA TO BE LANDSCAPED

BLISTERED TACTILE PAVING

TRAMLINE / LADDER TACTILE PAVING

UPDATED AS A RESULT OF ARBORICULTURAL IMPACT ASSESSMENT

SH

MD

31/07/19

P1

Revision Details

By

Check

Date

Suffix

Purpose of Issue

PLANNING

Client

DERBYSHIRE

County Council

MIKE ASHWORTH
Strategic Director – Economy, Transport and Environment

Project Title

HOGSHAW
FAIRFIELD ROUNDABOUT
BUXTON

Drawing Title

GENERAL ARRANGEMENT

Designed

AT

Drawn

EL

Checked

AT

Approved

SD

Date

25/07/2019

AECOM Internal Project No.

60580883

Suitability

Zone

Scale @ A1

1:500

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APPENDIX B



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Derbyshire
DE4 3AG

Head of Planning
Planning Dept.
High Peak Borough Council

Telephone:
Email: Our ref: PM/Strategic
Consultations HPBC Your ref:
HPK/2023/0192
Date: 5 July 2023

FAO: John Copestake

Dear Sir/ Madam,

Application Number: HPK/2023/0192

Construction of 116 Dwellings

Address: Land at Hogshaw, Fairfield, Buxton

Thank you for consulting Derbyshire County Council on the above planning application.

Derbyshire County Council's Member and Officer technical comments on the planning application are set out below, which are submitted under Delegated Procedures and are made in the context of national and local planning policies that are relevant to the assessment of the planning application.

The application site is 4.2 hectares (ha) in size and comprises agricultural land.

The majority of the application site (3.0 ha equating to 71% of the total site area of 4.2 ha) is within defined limits to development and is allocated for housing (Policy DS17) in the High Peak Borough Local Plan (HPBLP). The exception is a rectangular portion of the site at the north-east (1.2 ha equating to 29%) where 43 of the total 116 dwellings are located outside (and adjacent to) the defined settlement limit and the housing allocation.

The applicant has sought to avoid providing any affordable housing. The applicant has also submitted a Viability Assessment.

The south-east portion of the application site is within the Buxton Fairfield Conservation Area. There are no Listed Buildings within the site or adjacent to it. There are several Listed Buildings to the south/ south-east of the site.

Local Wildlife Site (LWS) ref. HP026 'Railway Land Hogshaw Former Sidings' is adjacent to the site to the west and part of the application site extends into this. There are no County Tree Preservation Orders (TPO's) within the site or its vicinity.

The site and lies within Flood Zone 1 (land least likely to flood). The site is within a Coal Authority 'Off-Coalfield Area'. The application site is not within Green Belt.

Public Right of Way (PROW) ref. Buxton HP4/1/3 is adjacent to the site to the south. PROW ref. HP4/2/1 is to the east of the site. There is a Proposed Key Cycle Network adjacent to the site to the south.

A number of supporting studies have been submitted with the application including:

Planning and Affordable Housing Statement;
Design and Access Statement;
Travel Plan;
Transport Assessment;
Arboricultural Impact Assessment;
Arboricultural Method Statement;
Landscape and Visual Impact Assessment;
Built Heritage Statement;
Preliminary Ecological Appraisal;
Viability Assessment;
Flood Risk Assessment.

The studies are referred to below where relevant.

Derbyshire County Council's Overall Assessment and Conclusions on the Planning Application

On the basis of the detailed Officer comments below, Derbyshire County Council considers that there is no compelling justification for the part of the planning application site that is outside of the High Peak Borough Local Plan housing allocation and defined settlement limits for Buxton to be developed for housing. The Borough Council is able to demonstrate in excess of a five year housing land supply.

If the Borough Council is minded to approve this planning application then it should be satisfied that the need for this part of the proposed development outside of the housing allocation and the defined settlement limits is sufficient to weigh positively in the planning balance and that it can be accommodated on the site without detriment to the local environment and heritage assets.

With regard to the lack of any affordable housing forming part of the overall scheme, it is considered important that the Borough Council commissions an independent analysis, via the District Valuer if necessary, of the applicant's viability assessment, before arriving at a decision on this issue.

The comments of the Derbyshire County Council Public Rights of Way (PROW) Team are noted below (these were also sent directly to the Borough Council by the PROW Team), particularly the lack of clarity (is it an intention to divert footpaths, the width and surfacing of footpaths, the safety of users?) on the public footpaths in and around the application site. The PROW Team requires further information before it can provide a full response to the Borough Council.

The comments of the Derbyshire County Council Key Cycle Network (KCN) Team are also noted below where it is an ambition for the multi-user White Peak Loop to route through the planning application site with onward connections. The KCN Team requests that the applicant considers the benefits of increased walking and cycling for prospective occupants of the proposed development.

Childrens play facilities, whether on or off-site, would provide significant community benefit and a community fund could form part of on-going community involvement. The absence of any affordable housing from a community benefit perspective is a cause for concern.

Key to Derbyshire County Council's consideration and assessment of the application proposals is Paragraph 11 of the National Planning Policy Framework (NPPF) (July 2021) which states that:

Paragraph 11: The Presumption in Favour of Sustainable Development

Plans and decisions should apply a presumption in favour of sustainable development.

For decision taking this means:

c) approving development proposals that accord with an up-to-date development plan without delay; or

d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out of date, granting permission unless:

i) The application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or

ii) Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies of the Framework taken as a whole.

MEMBER COMMENTS

Councillor Linda Grooby, County Council Member for Buxton North and East County Electoral Ward has been consulted on the planning application and responded on 31 May 2023 with the following comments:

My main comment relates to the link road. It shows on the map. However there is no indication how this is going to be achieved. When we put in the roundabout the indication was that the link road would come from S106 money from the developer.

OFFICER COMMENTS

The planning application has been assessed below in the context of national planning policies in the NPPF, associated National Planning Practice Guidance (NPPG) and local planning policies in the adopted DDDL for the following relevant sub-headings:

Sustainable Development;

Housing Land Supply and Affordable Housing;
Landscape and Visual Impacts;
Impact on Biodiversity;
Highways Impacts;
Sustainable Travel;
Community Benefits.

Relevant High Peak Borough Local Plan (HPBLP) policies are as follows:

S1: Sustainable Development Principles
S2: Settlement Hierarchy
S7: Buxton Sub-Area Strategy
EQ2: Landscape Character
EQ5: Biodiversity
EQ8: Green Infrastructure
EQ9: Trees, Woodland and Hedgerows
H4: Affordable Housing
CF5: Provision and Retention of Local Community Services and Facilities
CF6: Accessibility and Transport
DS17: Land at Hogshaw, Buxton

SUSTAINABLE DEVELOPMENT

The NPPF states that the purpose of the planning system is to contribute to the achievement of sustainable development. Paragraph 8 of the NPPF states:

Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):

*a) **an economic objective** – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;*

*b) **a social objective** – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and*

*c) **an environment objective** – to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.*

Policy S1: Sustainable Development Principles of the HPBLP seeks that all new development shall make a positive contribution towards the sustainability of communities, protect and where possible enhance the environment and mitigate the process of climate change. This would be achieved by meeting most development

needs within or adjacent to existing communities, reusing brownfield land, protecting and enhancing the natural and historic environment, supporting the local economy, minimising the need to travel, reducing reliance on motor vehicles and seeking reductions in greenhouse gas emissions.

Buxton is categorised as a Market Town in the HPBLP defined Settlement Hierarchy in Policy S2: Settlement Hierarchy. This policy seeks to direct development towards the most sustainable locations where Buxton is one of the settlements which will be the main focus for housing, employment and service growth, consistent with maintaining and where possible enhancing its role, distinctive character, vitality and appearance.

HOUSING LAND SUPPLY AND AFFORDABLE HOUSING

It is noted that the majority of the site is allocated for housing under Policy DS17: Land at Hogshaw, Buxton of the HPBLP for approximately 124 dwellings including public open space, and for recreation and amenity space. This Local Plan allocation has been deemed to be suitable and acceptable through the Local Plan examination process.

However, a small portion of the application site to the north-east comprises land which is beyond the allocation/ settlement boundary and is designated as Open Countryside. This is a sensitive area of Buxton, particularly the area to the east which forms part of Fairfield Common. There needs to be exceptional circumstances to justify this part of the application proposals.

Paragraph 1.2 of the submitted Planning and Affordable Housing Statement seeks to justify the additional area of land outside of the settlement boundary as follows:

In terms of the small area of land located beyond the existing settlement boundary, there is clear justification for the proposed development extending beyond the boundaries of the allocation:

- The additional land is necessary to achieve the quantum of development within the allocation, as due to ecological constraints only approximately 73 dwellings can be constructed within the allocation. Therefore, without the additional land, the proposed development would be for significantly fewer dwellings, and it would therefore be inconsistent with the proposed allocation.*
- There would be no additional landscape harm as a consequence of developing the additional land. In fact, it would allow the allocated quantum of development to be achieved whilst minimising impacts on the Local Wildlife Site.*

The key reason appears to be, therefore, that land within the allocation can only accommodate 73 dwellings out of the 124 that are anticipated in Policy DS17 and that the additional land is required to provide for a quantum of development something near the proposed allocation requirement.

However, the Borough Council's High Peak Statement of Five Year Housing Land Supply (as at 1st April 2022) confirms that the Borough Council is able to demonstrate a 6.28 year supply of housing land and this includes a 5% buffer and that in terms of

the Housing Delivery Test. The Borough Council has also exceeded its housing requirements over the past 3 years. In the context of the above, it is considered that there would be no justification for the additional land outside the allocation and settlement boundary to be developed for housing in terms of any housing land supply shortage in the Borough.

The other key concern with the proposed development is that it does not include any element of affordable housing. In this respect, HPBLP Policy H4: Affordable Housing indicates that the Borough Council will seek to maximise the delivery of affordable housing across the plan area by working in partnership with the Homes and Community Agency, Registered Providers, Developers and Local Communities. In order to address the need for affordable housing, this policy states that residential developments should seek to achieve 30% affordable housing on sites of 25 units or more.

It is noted, however, that HPBLP Policy DS17 does not specify whether 30% affordable housing would apply to the allocated site but it would appear that Policy H4 would nevertheless apply to the site.

In this context, it is noted from the submitted Planning and Affordable Housing Statement in paragraph 7.6, viability experts Roger Hannah have prepared a financial viability assessment to support the planning application, which considers the financial impact of the proposed planning obligations. The assessment concludes that it is not viable to provide any affordable housing as part of the proposed development and provides detailed analysis and data to support that case.

On the basis of the submitted information, it would appear that the applicant has put forward a justifiable case why the scheme should not include any affordable housing. It may be in the interests of the Borough Council, however, to seek an independent evaluation of the viability issue i.e. from the District Valuer before coming to a determination on this issue.

In conclusion, therefore, it is considered that there would appear to be no compelling case or justification for the land outside the allocation and outside the settlement framework boundary to be included for housing development in the scheme in the context that the Borough Council is able to demonstrate more than a five year housing land supply and given the sensitive environmental location of the site and its surroundings. If the Borough Council is minded to approve this planning application, then it should be satisfied that the need for the quantum of development to accord with the requirements of HPBLP Policy DS17 is sufficient to weigh positively in the planning balance and that the additional area of development can be accommodated on the site without unacceptable harmful impacts on the local environment and important heritage assets.

It is also considered important that the application proposals provide for an element of affordable housing in accordance with the requirements of Policy H4 of the HPBLP, unless the Borough Council is satisfied, following independent analysis through the District Valuer, if necessary, that the scheme would not be viable with the inclusion of any element of affordable housing.

LANDSCAPE AND VISUAL IMPACTS

Paragraph 174 of NPPF Chapter 15: Conserving and Enhancing the Natural Environment seeks that planning policies and decisions should contribute to and enhance the natural and local environment. Criterion a) of this paragraph is specifically concerned with protecting and enhancing valued landscapes.

HPBLP Policy EQ2: Landscape Character seeks to protect, enhance and restore the landscape character of the Borough for its own intrinsic beauty and for its benefit to the economic, environmental and social well-being of the Plan area. The policy requires that development has regard to maintaining aesthetic and biodiversity qualities of natural and man-made features within the landscape and that development proposals are informed by and are sympathetic to the distinctive landscape character areas as identified in the Landscape Character Supplementary Planning Document. The fourth criterion of the policy seeks to resist development that would harm or be detrimental to the character of the local and wider landscape or the setting of a settlement.

The submitted Landscape and Visual Impact Assessment (LVIA) considers that there would be a limited change in character and amenity of the views from several visual receptors to the site which would result in Moderate to Negligible adverse effects. The LVIA considers that in the long term, views of the proposed scheme would diminish as planting matures. The LVIA considers that the site has an existing relationship with the built form of the surrounding residential areas of Buxton and would not change the urban edge relationship with the wider countryside. It is recognised that there would be some negative adverse landscape and visual effects, however, the LVIA considers that these would be localised to the site and local level receptors.

The County Landscape Architect was consulted internally and has not commented.

IMPACT ON BIODIVERSITY

NPPF Chapter 15: Conserving and Enhancing the Natural Environment seeks to protect and enhance sites of biodiversity value in paragraph 174a). Criterion d) of this paragraph seeks to minimise impacts on and providing net gains for biodiversity. Paragraph 180 provides advice to local planning authorities on determining planning applications in respect of impact on biodiversity resulting from development, possible mitigation and as a last resort, compensation.

HPBLP Policy EQ5: Biodiversity seeks to protect, manage, and where possible enhance the biodiversity and geological resources of the Borough and its surroundings by ensuring that proposed development would not result in significant harm to biodiversity or geodiversity interests.

Policy EQ9: Trees, Woodland and Hedgerows of the HPBLP states that the Borough Council will protect existing trees, woodlands and hedgerows and in particular veteran trees, ancient woodland and ancient/ species rich hedgerows from loss or deterioration. The policy seeks to retain and integrate these within a proposed development unless the need for and benefits of the development clearly outweigh

their loss.

A Preliminary Ecological Appraisal (PEA) has been submitted which acknowledges that the application site lies within the Nutrient Impact Area of the Peak District Special Area of Conservation (SAC) and that part of the site extends into the Hogshaw Railway Land LWS. Two trees were assessed during survey work as having low bat roosting potential and one tree as having moderate bat roosting potential. There are suitable habitats for common amphibians, nesting birds, bats, hedgehogs, notable invertebrates, brown hare and badger. Nun Brook watercourse may provide suitable habitat for white-clawed crayfish. The PEA recommends Precautionary Working Methods during construction in respect of amphibians, badgers, bats, brown hare and hedgehog. Any removal of vegetation should be undertaken outside of the bird breeding season. If this is not feasible then a Nesting Bird Check is recommended. The PEA recommends further ecological surveys and reports to be undertaken to further assess the suitability of the site for protected/ notable flora and fauna.

The submitted Arboricultural Impact Assessment details the proposed removal of two trees, two tree groups and four trees from two further tree groups. All trees to be removed are within the site boundary except for two trees on/ just outside the boundary. One of the trees to be removed is deemed to be High Value and the remainder are considered to be Low and Moderate Value. Replacement planting is proposed to mitigate the loss of the trees. Root Protection Areas are proposed to protect trees to be retained.

The County Ecologist was consulted internally and has not commented. The Borough Council has a Service Level Agreement with the Derbyshire Wildlife Trust (DWT) to provide advice on the ecological impacts of planning applications. The advice of the DWT should be obtained prior to the determination of the planning application.

HIGHWAY IMPACTS

Derbyshire County Council, as Highway Authority, has been consulted directly by the Borough Council and is presently preparing a separate response to this planning application.

SUSTAINABLE TRAVEL

Paragraph 104 of Chapter 9: Promoting sustainable transport of the NPPF seeks that transport issues are considered at the earliest stages of development proposals. Criterion c) of this paragraph seeks that opportunities for public transport, cycling and walking are identified and pursued.

Policy S7: Buxton Sub-Area Strategy of the HPBLP seeks to support proposals to improve connectivity by public transport, walking and cycling to and from the Peak District National Park and supports proposals that would contribute towards the development of the town as a hub for cyclists. These may include proposals to improve or provide new facilities, services and infrastructure for cyclists. HPBLP Policy EQ8: Green Infrastructure seeks the protection and extension of long distance trails and

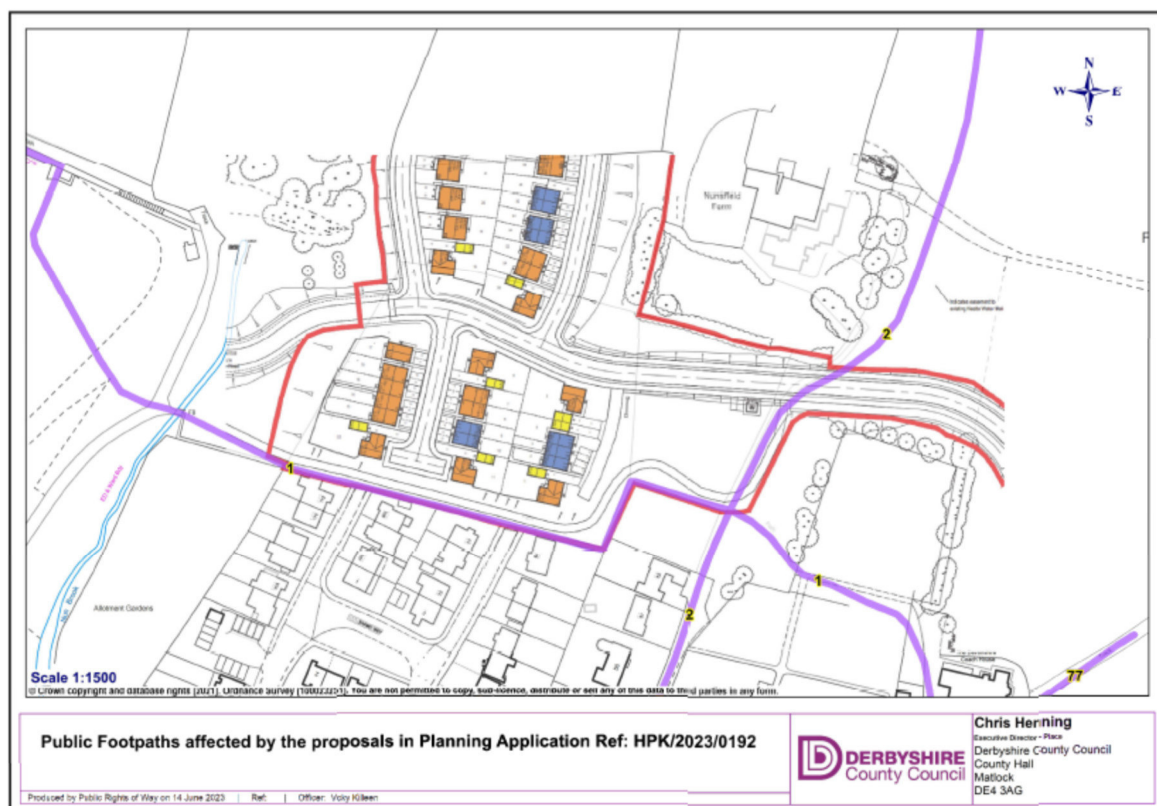
development of a network of Greenways. The third bullet point of this policy seeks that development proposals contribute, where appropriate, towards the creation of new or enhanced green infrastructure including cycleways and bridleways.

HPBLP Policy CF6: Accessibility and Transport seeks that development can be safely accessed in a sustainable manner. Proposals should minimise the need to travel, particularly by unsustainable modes of transport, through delivering sustainable patterns of development that are well related to public transport infrastructure and by promoting the maintenance and introduction of appropriate facilities to support cyclists, pedestrians and horse riders.

PUBLIC RIGHTS OF WAY

The Derbyshire County Council Public Rights of Way (PROW) team was consulted and made the following comments on 15 June 2023. I note that the PROW team also sent its comments directly to the Borough Council:

I can confirm that Buxton Public Footpaths No. 1 and No. 2 run through the proposed development site, as shown on the plan below. It is important to point out that the routes of the paths as shown on the plan, are the legal lines of the paths, which may differ slightly from the used lines of the paths on the ground. The used paths may have also acquired rights through established use, and must therefore also be protected.



The proposed path that runs along the inside of the southern boundary of the site (closely following the line of Footpath 1), is labelled 'Bridleway' on the layout plans. As

a section of the Key Cycle Network is proposed along the approximate route of this section of Footpath 1, there is a good chance that the footpath will either become a combined pedestrian and cycle path, or that a more fit for purpose cycle path (with less right angles) may need to run alongside the legal line of Footpath 1 in the future. Currently however, footpath 1, as shown on the attached plan, only has footpath status, not bridleway status. Nor does there appear to be any proposals at present to alter its status to that of bridleway.

Any changes to the alignment of either Footpath 1 or 2, must only happen following the confirmation of a diversion order. If a diversion is deemed necessary for the development to proceed, the applicant should apply to your council for the requisite diversion.

In addition to the footpaths already mentioned, there is a heavily used, unofficial footpath running along adjacent to the eastern boundary of the site, to then connect with Buxton Public Footpath No. 4, north of the site. As this path is likely to have acquired rights along it, it must also be protected.

As there is currently a lack of clarity about the proposed treatment of the public footpaths in and around the site, further information is required before full comment can be given. Is it the intention to divert either footpath? If not, then amended plans are needed, showing how the legal lines of the paths will be protected. What widths and surfacing are proposed for the paths? How will the safety of path users be protected where Footpath No. 2 crosses the access road?

In the meantime, I should be grateful if you would advise the applicant as follows: -

- The footpaths must remain open, unobstructed and on their legal alignments and/ or used alignments.*
- There should be no disturbance to the path surfaces without prior authorisation from the Rights of Way Section.*
- Consideration should be given to the safety of members of the public using the paths during the works. A temporary closure of paths will be permitted on application to DCC where the path(s) remain unaffected on completion of the development, which includes the paths remaining on their legal alignments, as shown on the attached plan.*
- If required, an application can be submitted for the diversion of a public footpath in advance of planning permission being granted.*
- There should be no encroachment of the paths, and no fencing should be installed without consulting the Rights of Way Section.*

The author of the above comments is Vicky Killeen, Public Rights of Way Assistant.
Landline: 01629 536500. Email: vicky.killeen@derbyshire.gov.uk

KEY CYCLE NETWORK

The Derbyshire County Council Key Cycle Network team was consulted and made the

following comments on 26 June 2023:

The County Council officers would like to ensure provision is made for the multi-user strategic White Peak Loop through the site with onward connectivity where feasible.

Derbyshire County Council (DCC) is developing the White Peak Loop (WPL), a visionary circular route of 54 miles (86km) around the Derbyshire Peak District to provide a predominantly traffic-free cycling and walking trail, with provision for equestrian use wherever possible. When complete the WPL will connect three of the most popular trails: Monsal, Tissington and High Peak, with the towns of Buxton, Bakewell, Matlock, and Matlock Bath, as well as links to local railway stations. The WPL is part of the unique Key Cycle Network (KCN) to deliver the County's most ambitious/ strategic off-road routes for work and leisure. The proposed KCN Link No. 17 between Buxton Railway Station and Fairfield Common (A6) has been identified as one of the top priority sections and a route through the Hogshaw development is crucial to help close the remaining gaps in the WPL which is already 71% complete. Designing and planning for this should be an essential requirement of the application.

It is requested that the developer considers the benefits of meeting the aspirations of new homeowners who want to walk and cycle more. Providing for walking and cycling and the casual interaction that this brings, makes it easy for people to visit shops and chat with friends, fostering the sense of community which is an essential element in a successful new development. There are many benefits to be gained from designing a new development with integrated green travel options in mind, including:

The need for wide roads and large car parks is reduced;

It facilitates higher densities without overcrowding: houses need less car parking;

The impact of external traffic impact is reduced: less opposition from surrounding settlements worried about high volumes of car traffic and the noise and pollution that this brings;

A place and community where people want to live: safe, family friendly, accessible, attractive, peaceful;

Easier to gain approval from planning authorities: strong fit with public policy objectives.

A route for non-motorised green travel should be provided at a width of at least 3 metres, within an overall 5 metre corridor south of the spine road. Current guidance specifies smooth, sealed solid surfaces, such as asphalt or macadam, which offer the best conditions for everyday cycling. Routes should seek to enhance accessibility for all wherever possible. We would like to see provision of a segregated pedestrian/ cycle route running along the spine road corridor, the route with the least gradient.

This could be provided by connecting with and continuing the new segregated route which enters the site north of the new roundabout. A road crossing point could be provided in the first area of the development allowing the segregated route to continue along the south side of the spine road. The walking and cycling route should be safe, direct, and easy to use. Where the route runs alongside the spine road it would be more pleasant/ safer for all users if it was separated from the traffic by at least a 2 metre wide grass verge.

A separate route for horse riders would also be requested, provided with a smooth gravel surface such as 'Ultitrec' at a minimum width of 3 metres. This route could commence in parallel with the spine road in the grass corridor then continue south on a separate track around the SUDS lagoon, as indicated in the design provided by the previous developer, linking through to Hogshaw Villas Road.

The routes should provide connectivity and be integrated with the wider network, with clear signage to and from adjacent areas, and properly constructed links between the off-road sections and the adjacent highways. It would also be useful if connections were made with both Glenmoor Road and Nunsfield Road, as well as St Peter's Road and North Road for maximum permeability through the site and onward links to housing, retail, employment and school destinations, improving accessibility for all. It is not clear from the plan what, if anything, will be provided across the recreation ground through to Hogshaw Villas? The County Council would be interested to know whether it would be feasible for the developer to make an onward connection for cyclists across to the western extent of the distributor road that would overcome quite a bit of the gradient challenge on quiet roads.

There are several public footpaths running through the site which will need to be retained on their existing alignments or formerly diverted where this cannot be achieved.

References: *Making Space for Cycling*
<https://bicycleinfrastructuremanuals.com/manuals3/MakingSpaceForCycling.pdf>
Cycle infrastructure design (LTN 1/20)
<https://www.gov.uk/government/publications/cycle-infrastructure-design-ltn-120>

The author of the above comments is Carol Parsons, Project Officer Key Cycle Network.

Mobile tel: 07929 851154 . Email: carol.parsons@derbyshire.gov.uk

LOCAL BUSES

The Derbyshire County Council Local Bus Team was consulted and made the following comments on 6 June 2023 as follows:

All the bus services adjacent to this development are now being funded by DCC e.g.

No.s 185/186, 199 etc. As a result there can be no guarantee they will continue unless we get some long term funding from development such as this to support them. Currently we are paying approximately £170k a year for a 1 bus service 7am-7pm service such as the 185/186. I would like to see this development providing at least 25% of the annual cost of this type of service to ensure it can continue.

The author of the above comments is Chris Hegarty, Derbyshire County Council Local Bus Team. Landline: 01629 536721. Email: chris.hegarty@derbyshire.gov.uk

SUSTAINABLE TRAVEL

The Derbyshire County Council Sustainable Travel Team was consulted and made the following comments on 2 June 2023 as follows:

Design Considerations

All new dwellings should be provided with:

- *Secure and accessible cycle storage in line with LTN 1/20, see: [Cycle infrastructure design \(LTN 1/20\) - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/publications/cycle-infrastructure-design-ltn-1-20)*
- *Access to electric vehicle charging points, in line with the [June 2022 Building Regulations Part S](#).*
- *Infrastructure to enable high speed broadband connection. As a minimum the development should provide the necessary ducting within the site to facilitate FTTP. (Fibre to the Premises). <https://www.openreach.com/fibre-broadband/fibre-for-developers>*

Pedestrian walkways at all proposed access points should be provided to relevant standards to match into existing provision, complete with lighting, surfacing and dropped tactile kerbs as appropriate.

Dedicated footways should be provided to the front doors of all dwellings, in order to facilitate safe pedestrian journeys to and from all dwellings on the development.

Existing rights of way should remain in place and upgraded to an all-weather surface wherever feasible, including Buxton Footpaths 1 and 2.

The links to the existing footpaths on the southern edge of the development should be enhanced to optimise the pedestrian accessibility of the site. Specifically, an all-weather surfaced link should be provided from the proposed bridleway to link into Buxton Footpaths 1 and 2 as they enter the site along its southern edge.

A footway /cycleway should be provided to link the development with Nunsfield Road. This should take the form of a sealed surface path between a point close to plot 12, and a point at the end of Nunsfield Road between no's. 105 and 112. This to facilitate direct and safe walking and cycling journeys between the development and local destinations, particularly schools (including St. Annes Primary and St. Thomas More Secondary school), and other town centre destinations. Alternative routes without such

a link are longer, less direct and hence less attractive for the use of sustainable modes. The closest bus stops with a frequency of service likely to be used by residents are on the A6 Fairfield Road. These should be upgraded as appropriate, to include raised kerbs, shelters, timetable cases, lighting, highway bus stop markings and real time information wherever feasible and not already in place. This to include north and southbound stops opposite and adjacent to the Fairfield Road / St Peters Road junction

4.0 Travel Plan Administration

Travel Plan Coordinator

4.1 Noted. The name and contact details of the Travel Plan coordinator should be provided to both the Local Planning Authority (LPA) and Derbyshire County Council at least one month prior to first residential occupation.

4.2 The duties of the Travel Plan coordinator should include the provision of personalised travel planning for all new households upon occupation.

Funding

4.5 Noted. This should include £11,020.00 to be set aside for the provision of bus taster tickets, as per item 7.11 below.

5.0 Travel Survey

Travel Survey

5.4 Noted.

Recommendation: The initial baseline residential travel survey should be undertaken upon occupation of each dwelling. Upon completion of 50 surveys*, the results should be presented to both the LPA and Derbyshire County Council in the form of a monitoring report.

* Or within six months of initial residential occupation, whichever is the sooner.

Nb. Should the 50% occupation be subsequently agreed as a trigger for the survey, the phrase 'when the 150th house is occupied' should be replaced with 'when the 58th house is occupied'.

5.5 Noted. Any draft survey should be submitted to Derbyshire County Council for comment and approval prior to first issue.

Modal Share Targets

6.4 Noted. Whilst specific targets are unable to be set prior to the undertaking of baseline surveys, the travel plan requires a statement regarding the intended percentage change target in single occupancy vehicle journeys. This should be expressed in SMART terms as a percentage reduction over five years.

7.0 Travel Plan measures

Travel Awareness

7.5 Noted. The welcome pack should include, but not be limited to:

Public transport

- www.derbysbuses.info/ for timetable and route maps for bus services throughout Derbyshire.
- www.nationalrail.co.uk for all rail services.

Journey Planning

- <https://www.traveline.info/> for all mode journey planning.

Cycle information

- <https://cycle.travel/map/derbyshire> to plan a cycle route in Derbyshire
- www.derbyshire.gov.uk/leisure/countryside/access/cycling/default.asp for cycling information throughout Derbyshire, including the Cycle Derbyshire map.
- Promote County Rider, the free adult cycle training scheme for Derbyshire residents. See: www.derbyshire.gov.uk/transport-roads/road-safety/bicycles/county-rider/county-rider.aspx
- Investigate and promote local cycle clubs and activities in the local area. See: www.cyclinguk.org/cycle/cycling-derbyshire for a list of Derbyshire Cycle Clubs and societies.
- See also: www.activederbyshire.org.uk for activities, including cycling, throughout Derbyshire.

Other useful cycle related websites:

- www.sustrans.org for details of the National Cycle Network.
- www.lovetoride.net for cycling rewards and incentives.
- <http://bikeweek.org.uk/> for details of the national cycling focus week.

Walking

- <https://www.derbyshire.gov.uk/leisure/countryside/access/walking/default.asp> for walking information throughout Derbyshire.

Car Club

- www.enterpriseclub.co.uk for details of Enterprise Car Club, the commercial Car Club currently in operation in Derbyshire.

Car Share

- <https://info.kinto-join.co.uk/derbyshire/> for details of the free of charge journey matching service throughout Derbyshire.

Local initiatives – Buxton Town Team

- Residents should be made aware of the '[Buxton on the move](#)' initiative undertaken by the [Buxton Town Team](#).

Public Transport information

7.11 Noted.

A bus taster ticket should be available to each new household, utilising a suitable budget set aside for this purpose. Such tickets should be available to all households as part of the travel welcome pack, and should be valid for a minimum of four week's commuter journeys on the selected operator's services. For this development, the amount set aside for bus taster tickets should be calculated as follows:

<i>No. of dwellings</i>	<i>Peak Plus month ticket @1 no. per dwelling</i>	<i>Total</i>
<i>116</i>	<i>£95.00</i>	<i>£11,020.00</i>

See [High Peak Buses - tickets](#)

The above is provided as a budget guide only, and should not preclude the provision of tickets from other providers, subject to demand. For the sake of clarity, it is not a developer contribution request, but an indication of the budget to be set aside by the developer for this purpose. Should the offer of taster tickets not be fully taken up, the funds should be used to support other travel plan initiatives.

*Taster ticket price may be subject to negotiation with the operator. For High Peak buses, contact: Keith Myatt, Head of Business Development.
keith.myatt@centrebus.co.uk. 07720 088 675.*

The provision of bus taster tickets will encourage the uptake of this mode, and hence support the aims and objectives of the Travel Plan.

Car Sharing Scheme

7.12 Noted. An informal site based car share scheme should be established, with journey matches facilitated by the Travel Plan Coordinator.

*7.13 Noted. Ensure all households are aware of
<https://info.kintojoin.co.uk/derbyshire/> for details of the free of charge journey matching service throughout Derbyshire.*

9.0 Monitoring and reviewing

Monitoring

9.5 Noted. The monitoring programme should also be agreed with Derbyshire County Council.

Additional comments

Schools

Any initiative undertaken with local schools should be recorded on Modeshift STARS, the national sustainable travel accreditation scheme <https://www.modeshiftstars.org/>. This is available to LEA schools free of charge. For further details and support with this scheme, contact sustainable.travel@derbyshire.gov.uk.

Communication and marketing

- The site based website should include details of all available travel options for residents and visitors.eg. 'How to get to us' page.
- A social media presence should be established, e.g. Facebook page or Twitter account, to facilitate prompt communication between the Travel Plan coordinator and residents.

Residents group

Dependent upon interest and demand, consideration should be given to the establishment of any or all of: (i) a residents group, (ii) a walking group, (iii) a BUG (bicycle user group) or (iv) a dedicated travel plan group. It is to this group (whichever is established or most pro-active) that responsibility for the Travel Plan should be passed beyond the initial monitoring period. Should no group emerge, any interest should be combined with that of a suitable existing community group, e.g. the Buxton Town Team or similar.

Travel Plan document status

The Travel Plan is a working document, and should not be seen as exhaustive in its current form. It will be subject to change in the light of progression and completion of the development, results of actions undertaken, and responsive to results of future travel surveys.

Travel Plan Monitoring

Derbyshire County Council is now able to offer an online toolkit known as Modeshift STARS <https://www.modeshiftstars.org/> for the purposes of Travel Plan monitoring. This is available for a fee payable to Derbyshire County Council, and enables the user to input monitoring data and track modal shift. This replaces any other travel plan monitoring fee that may be charged. Should this be of interest, please contact the Derbyshire County Council Sustainable Travel Team: sustainable.travel@derbyshire.gov.uk

Other means of monitoring travel plans exist. There is no obligation to use Modeshift STARS.

The Derbyshire Key Cycle Network and Greenways

The provision of a route along the southern edge of the development is noted. The precise course and specification should be agreed with the Derbyshire County Council Greenways/ Cycle Network team.

For information: Greenways which constitute the Key Cycle Network (KCN) and Local Cycle Network (LCN) are included in the County Council's Developer Contributions Protocol. New development should safeguard existing routes, but also provide an opportunity to improve Greenway connectivity to encourage the use of healthier and more sustainable travel options. Where opportunities arise, the County Council will seek to secure on-site provision within new developments to:

- *provide new sections of the Greenways network,*
- *upgrade existing routes to adoptable standards,*
- *provide links from the development to an existing Greenway*

Where the asset is adopted, commuted sums will be sought towards their maintenance. Increased use of cycleways by developments that directly link to existing cycle infrastructure place additional management and operational obligations on the managing authority. Where a development directly links to KCN and LCN it is proposed that a proportionate requirement for maintenance is noted.

Nb. KCN = Key Cycle Network. LCN = Local Cycle Network.

Travel Plan Monitoring fee: £1,265.00 pa x five years, total £6,325.00.

A couple of issues / concerns:

- *The Travel Plan requires a stated SMART target re: reduction in SOV journeys. This is required before the condition can be considered as discharged.*
- *Layout. A pedestrian and cycle link is requested to join Nunsfield Road. This will facilitate safe and direct walking and cycling routes along less busy roads to local schools and other town centre destinations.*
- *Pedestrian walkways should be provided to all dwellings. None are shown to nos. 1-5 inclusive.*

As many of the comments as reasonably possible should be incorporated into a revised document. This should include the provision of bus taster tickets and enhancements, where appropriate, to the bus stops on the A6.

The author of the above comments is Michael Reardon, Derbyshire County Council Local Sustainable Travel – Smarter Business Travel,. Landline: 01629 538065. Email: michael.reardon@derbyshire.gov.uk

COMMUNITY BENEFITS

NPPF Chapter 8: Promoting Healthy and Safe Communities seeks in paragraph 93 that planning decisions plan positively for the provision and use of shared spaces, community facilities and other services to enhance the sustainability of communities.

HPBLP Policy CF5: Provision and Retention of Local Community Services and Facilities seeks to maintain and improve the provision of local community facilities and services through supporting proposals which protect, retain or enhance existing community facilities or provide new facilities. The policy stresses that new facilities should preferably be located within defined built up areas where they are most accessible. In exceptional cases, the policy allows for facilities to be located adjacent to these areas where it can be demonstrated that this is the only practical option and where the site is well related and connected to the existing settlement.

Affordable housing would have contributed to community benefit, particularly for those seeking such accommodation. The lack of an element of affordable housing as part of the overall scheme is a cause for concern from a community benefit point of view.

There may be some scope for children's play facilities as part of the proposal, whether on or off-site. The application proposals and supporting documentation make no reference to any on-going community involvement. This could, for instance, include a community fund.

I hope the above comments are of assistance in the assessment of the planning application.

Yours sincerely

Chris Henning
Director of Place

From: Adrian Martin (Place)
Sent: 07 July 2023 10:20
To: Planning (HPBC)
Subject: HPK/2023/0192 - Land at Hogshaw, Fairfield, Buxton

Categories:

FAO John Copestake,

I refer to the above application recently received by this authority for highway comments.

The site is proposed to be served off the recently completed roundabout junction on the A6 to the east of the site. In general, the conclusions reached in the TA submitted in support of the application are considered acceptable in terms of predicted vehicle trip generation and assignment and distribution on the highway network. However, there are some issues which require further assessment and possible mitigation to reduce the overall impact of the development on the network. These are summarised below:

- the analysis of the A6/A53 roundabout predicts that the junction will operate over capacity with and without the development traffic in the future year assessment and that there is no material increase in the operation of the roundabout with the development traffic included; however, it is noted that the MMQ i.e. queue lengths on the north west arm of the roundabout will increase from 16.5 to 27, an increase of some 63%. Further assessment of how this increase can be reduced by the promotion of alternative travel modes from the development site is required. This is expected in line with the points raised below and in an accessibility appraisal for the development site.
- the overall sustainable transport appraisal is considered lacking. Assessment has been carried out of facilities and amenities in proximity to the site and the availability of access to these amenities by pedestrians and cyclists; however, the assessment is only presented in terms of distances between the site and local amenities. It is expected that the analysis looks at a door to door approach based on actual routes and uses. A range of distances are suggested in "Providing for Journeys on Foot" but these should not be read as absolutes and the approach should recognise the road user hierarchy. Additionally, the assessment should review the quality of the route to ensure it is suitable for the needs of the development. For example, the TA reports that the nearest bus stops are located 300m from the site access; the site access is some distance from the dwellings with many dwellings in excess of 400m from bus stops, therefore further analysis is required.
- the TA should provide a Walking, Cycling and Horse-Riding Assessment following the guidance in GG 142.
- the TA should use the propensity to cycle tool <https://url6.mailanyone.net/scanner?m=1qHhci-0008Am-4v&d=4%7Cmail%2F90%2F1688721000%2F1qHhci-0008Am-4v%7Cin6c%7C57e1b682%7C10609168%7C13286642%7C64A7D8A45848F12058F9913AE1DEEBF8&o=..wwictbwpek&s=UBHF6IB1rwvpjgDxv6hsuX0qojk> to consider cycling potential. It should also provide CLoS (Cycling Level of Service) and JAT (Junction Assessment Tool) assessments as defined in LTN 1/20.
- transport statements and assessment for residential development must include an accessibility score for the site based on the guidance and checklist provide in "Transport for New Homes", it may

be appropriate to undertake a “with” and “without” score to understand any off site benefits the proposal delivers.

- Equality Impact Assessments need to be prepared alongside the TA and any health impact assessment. This should include the internal layout.

Regarding the internal layout of the site, this also raises some issues, as highlighted below:

the following is a guide to the expectations of the internal layout which is expected in relation to this application which are requested to be issued to the applicant/agent:

- Maximum Design Speed - 20mph achieved through measures such as junction treatment, surface changes, visual narrowing, central reservations, raised crossing points, sensitive parking provision and green infrastructure.
- Maximum No. Of Dwellings - no limit but subject to modelling
- Frontage Access - restricted 20m from Junctions
- Carriageway Width - 5.5m to 6.2m (if bus route)
- Footways - 2m wide both sides. Where necessary street furniture is accommodated in the footway (such as street lighting columns, cycle parking stands, planters, bins and benches) then a wider footway should be specified.
- Implied side road priority using vertical deflection is required.
- Cycleways - On Street
- On street parking - visitor provision on Street
- Landscaping - optional 2m verge separating carriageway - landscaping permitted.
- Verge - can be used instead of footway where no pedestrian desire line is identified.
- Can be reduced to 1m where no services or pedestrian demands exist.
- On street parking (visitors) - 1.8m wide on either or both sides. To be provided in addition to carriageway and amount to be determined subject to local requirements
- Carriageway materials - predominantly asphalt
- Footway Materials - predominantly macadam, the use of pavers or fine textured pre-cast flags in small appropriate locations may be considered. Alternative surfacing materials must be suitable to withstand accidental mounting by all types of vehicle.

In respect of the development layout the layout plan(s) are required to include dimensions which are not apparent on the submitted plan(s).

Longitudinal sections are required to allow assessment of level differences within the site; street gradients should not exceed 1 in 20.

The access road width is proposed to be 6m and indicates access to further development to the south west of the site. Clarification is required about the intention for the access to serve further development; however, the road width should be 5.5m regardless.

The two junctions off the access road should be converted to bends to reduce vehicle speeds.

All junctions within the site should be pedestrian priority junctions.

The layout indicates excessive straights. Consideration needs to be given to reducing the length of straight lengths of streets.

The layout does not include tree lined streets in accordance with NPPF paragraph 131.