TECHNICAL NOTE

LAND AT CARR ROAD, BUXTON

14TH DECEMBER 2012 – DR/12292

S|C|P
Transportation Planning : Infrastructure Design

1. We are instructed to provide highway, traffic and transport advice in connection with the proposal to develop land at Carr Road, Buxton, for residential purposes. The location of the site is identified on the aerial photograph below:



2. The aerial photograph was taken in June 2005 and since that date the land to the immediate north and north west of the site has been developed as a housing site. This is indicated in the photograph below, with the proposed development site on the left and the existing development shown:



3. The proposals seek to provide a total of 14 dwellings on the land which have direct frontages to Carr Road. The Department for Transport document 'Guidance on Transport Assessment' sets out the thresholds for the type of assessment that is required for varying scales of development. In this context, a development of 14 dwellings does not require a Transport Statement, Transport Assessment or a Travel Plan. However, to assist with the determination of this development proposal we have undertaken a study of the transport network.

4. Carr Road is a 5.5m wide traditional residential road. It has footways on both sides of the road and street lighting is provided. The road was constructed under a Section 38 Agreement of the Highways Act 1980, which ensures that the road has been built to the Council's adoption standards and will be adopted by the Council.

5. The speed limit along Carr Road is 30mph but traffic calming has been constructed in the form of speed humps along the road to restrain vehicle speeds to below the speed limit.

6. Carr Road links to Leek Road, which is classified as the A53 and runs south from Buxton towards Leek. There are footways along Leek Road linking to local shops, and these extend to the town centre. The nearest shop is within the petrol filling station, opposite the site access on Leek Road.

7. Some 150m south of the site access, the A53 meets with the A54 at a T-junction. The A54 provides road links to Macclesfield and Congleton.

8. Overall, the site is well located to take advantage of the local road connections to the town centre, Leek, Macclesfield and Congleton.

9. There are bus services along Leek Road, with bus stops within 50m of the site access for both directions of travel. Buses serve Buxton town centre and link to Macclesfield (hourly) and Leek (4 times daily).

10. With reference to the TRICS database of surveyed residential developments, it can be found that trip rates from housing developments typically result in vehicle movements of between 0.6 and 0.7 per household in the busiest hour of the day.

11. From the 14 dwellings proposed, it can be expected that the number of vehicle movements in the busiest hour would be up to 10 vehicles, which is equivalent to an average of up to 1 vehicle every 6 minutes in this busiest hour of the day.

12. A maximum of only 1 additional vehicle every 6 minutes in the busiest hour of the day would have no noticeable impact upon the safety or capacity conditions that are currently experienced on the highway network.

13. In summary, the site represents a modest extension of an existing residential development. It utilises the existing highways and provides sustainable travel opportunities to the local shops services and nearby towns. There is no material traffic impact arising from the proposal and, in relation to the tests set out in the NPPF, there are no severe impacts arising from this proposal that would override the general presumption in favour of allowing sustainable developments to proceed without delay.

14. For the reasons set out we firmly believe that there are no highway, traffic or transport reasons to resist the development as proposed.