



Ref: A079693/LDR1

Date: 19 December 2015

Mr John Booth

Persimmon Homes (North West)
Development House
30-34 Croftsbank Road
Urmston
M41 0UH

Dear John,

Proposed Residential Development, Macclesfield Old Road, Buxton

I write with reference to the above planning application (Ref: 2014/0438) and the third party consultation responses received regarding the same. You have asked that I review those and provide appropriate response to any which relate to transport / accessibility. The responses generally relate to public transport provision, access on foot or bicycle and car parking and traffic generation. I have provided my response in the remainder of my letter underneath these headings.

Public Transport Provision

A 400 metre walk distance is generally considered to be a reasonable walk distance between development and bus stops. This distance is quoted in the 'Institution for Highways and Transportation - Guidelines for the Planning of Public Transport for Development'. The bus service which travels along Level Lane is within this distance and therefore accessible from the site.

The Transport Note that was submitted alongside the planning application was prepared in May 2013. Several consultation responses note that service provision has altered since that time. Notwithstanding this, the 58 service is still provides an hourly (each way) connection between Buxton and Macclesfield. The development therefore has the clear potential to access public transport.



I note that the Local Highway Authority (Derbyshire County Council) do not raise any issue with respect to public transport accessibility in their consultation response dated 13 October 2014. Any bus stop improvements etc deemed necessary can be secured by appropriate financial contribution.

Access on Foot or Bicycle

Several comments appear to relate to the gradients of existing local roads and their ability to accommodate cycling and walking. This is an existing situation which should not stand against the application. The site residents and visitors will have exactly the same ability to travel by these modes as the existing community.

The development proposals (via the site access) will connect with the existing footway along the southern edge of Macclesfield Old Road. Any such improvements deemed necessary can be secured by planning condition or financial contribution.

Again I note that the gradient of local roads and their ability to accommodate pedestrians and cyclists was not raised by the Local Highway Authority in their consultation response.

Car Parking and Traffic Generation

With respect to concerns expressed regarding car parking and appropriate level of off-street car parking is proposed within the development. The parking provision across the site is in accordance with the requirements of the Local Highway Authority and provides 2 spaces per 3 bedroom dwelling and 3 spaces per 4 bedroom dwelling.

Development traffic generation forecasts have been derived using industry standard methods (the TRICS database). The Local Highway Authority has confirmed that it would be unlikely for the development to result in any capacity issues on the existing highway network.



Conclusion

In summary, I can come to no other conclusion other than the development proposals entirely accord with the requirements of the National Planning Policy Framework concerning transport matters. In this regard Paragraph 32 states that:-

"Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe."

The proposals are modest in scale (31 residential units) and thus will generate low levels of traffic, the site is accessible by existing public transport services and will provide appropriate connections for pedestrians.

Any measures deemed necessary to further improve access for pedestrians and public transport users etc can be secured by condition or financial contribution and should not stand against the application.

Therefore there will not be any significant transport or traffic impacts and certainly none which can be considered to be severe.

Yours Sincerely,

A handwritten signature in black ink, appearing to read 'Luke Regan', followed by a long horizontal line.

Luke Regan
Associate
For and on behalf of WYG