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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

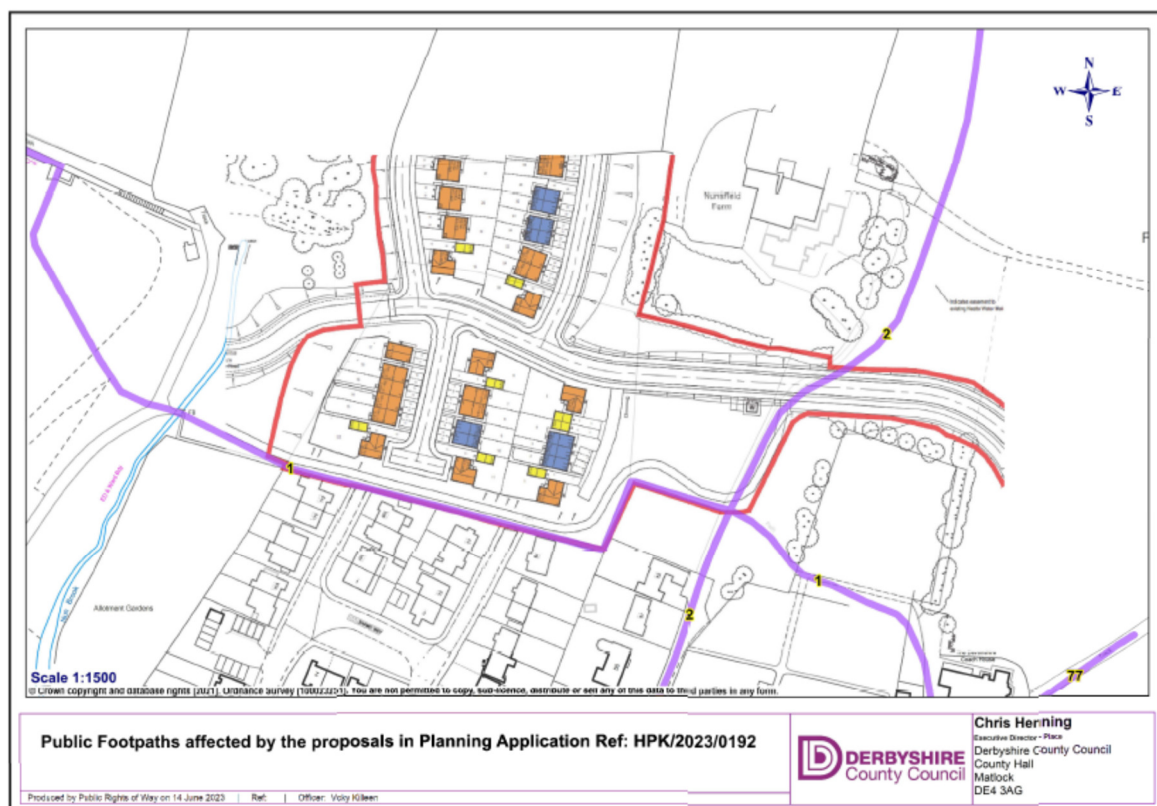
development of a network of Greenways. The third bullet point of this policy seeks that development proposals contribute, where appropriate, towards the creation of new or enhanced green infrastructure including cycleways and bridleways.

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.p
df](https://bicycleinfrastructuremanuals.com/manuals3/MakingSpaceForCycling.pdf)
Cycle infrastructure design (LTN 1/20)
[https://www.gov.uk/government/publications/cycle-infrastructure-design-ltn-
120](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.derbysbus.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.e.g. '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