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**From:**  
**Sent:** 13 July 2023 21:11  
**To:** Planning Comments (HPBC)  
**Subject:** Comment Received from Public Access

**Categories:**

Application Reference No. : HPK/2023/0192 Site Address: Land at Hoghaw Fairfield Buxton Derbyshire Comments  
by: Cameron Murray  
From:

Brown Edge Road  
Corbar  
Buxton

Phone:  
Email:  
Submission: Objection

Comments: Whilst I support the need for more housing in Buxton in order to minimise house price inflation throughout the town and allow some chance of younger residents affording a house (whilst also retaining wildlife sites and amenities for local people), I strongly object to this development on the following details:

Does not conform to the Local Plan:

The adopted local plan (2016) states that whilst development on rural land would be supported, support would be given to redevelopment of previously used land. The land further down the valley was previously railway infrastructure (engine sheds), so more of this land should be used in the development rather than land which intrudes on the semi-rural character of the landscape around Fairfield Common, the route of the old Roman Road, and the golf course.

The development site does not fall wholly within the Housing Allocation area as defined on the Local Plan 2016 map. It extends to include the field to the north of Nunsfield farm and goes right up to the boundary of the Fairfield Common conservation area. The Local Plan states: 'Outside the settlement boundaries and sites allocated for development as defined on the Policies Map, including the Green Belt, the Council will seek to ensure that new development is strictly controlled in order to protect the landscape's intrinsic character and distinctiveness, including the character, appearance and integrity of the historic and cultural environment and the setting of the Peak District National Park whilst also facilitating sustainable rural community needs, tourism and economic development.'

Developing so far up the hill outside of the allocation area will greatly impact the conservation area and the landscape surrounding it. For instance, it will be possible to view the back of the development from Fairfield Common and the A6. It will also intrude on the character of the conservation area when viewed from houses along Brown Edge Road and Hogshaw Drive. The number of dwellings should be reduced to fit within the boundary, or the density increased. Failing that, land within the housing allocation area should be developed instead of this - providing it avoids the loss of the recreation ground and the surrounding wildlife area.

## Transport:

The local plan sets out strategic development sites (Policy DS17) says that development of the allocated housing area at Hogshaw will be subject to: ¿Provision of emergency access via Nunsfield Road and/or Glenmoor Road¿ and ¿Provision of cycle and pedestrian routes to the town centre and schools¿ Neither of these are included in the plans.

Whilst a new roundabout has been developed to connect this development site, there is limited capacity for more motor vehicles down the A6 and into Buxton. It has been pointed out by the Highway Authority in their response that queue lengths back up the A6 Fairfield Road from the roundabout with Bakewell Road will increase by 63% as a result of this development. This road is already highly congested at peak times and the air quality is currently at unacceptable levels. This negatively affects the health of residents where a high proportion of homes here are HMOs and many are in lower income groups. Therefore steps to reduce motor vehicle traffic to and from the development must be implemented as part of this application and development.

The highway authority has stated that they need to see a range of actions and improvements to the plan which are designed to increase modal share of walking, cycling, and public transport. As a town we already see horrendous motor vehicle traffic on our roads, and various organizations, including DCC are working towards improving our active travel provision. This development must not derail those plans, and must instead compliment them and show a model of how new developments must look if they are to mitigate the effects of traffic and climate change. I also note that Active Travel England are now a statutory consultee on building developments, yet have not been included in the list of consultees.

There should be:

- a) Physical and visual narrowing of carriageways in the site to slow driver speeds
- b) Footways built to the correct width (2m) and free from obstructions
- c) Benches/outdoor seating to provide rest points for those who need it (especially on any inclines leading towards bus stops)
- d) Proper assessment of cycling needs, and use of LTN1/20 to provide design guidance and assessment tools such as the Cycling Level of Service and the Junction Assessment Tool
- e) Separated cycleways within the carriageway within the development
- f) Side roads should have pedestrian priority with continuous footways and Dutch Entrance Kerbs so as to give pedestrians priority and signal to drivers that they are entering an area which is residential where children play and cars are guests

Much of this has been backed up by the HA officer responding to the consultation

Notably, there is a bridleway in the plans which comes close to the boundary of Nunsfield Road; provision needs to be made to connect it to Nunsfield Road for cycles. The bridleway on the site going up the hill towards the western arm of the A6 Fairfield roundabout needs to be graded in accordance to LTN1/20 guidance (including flat rest spots on switchback corners), and should be a bound surface also suitable for horses (e.g. flexi-pave). This would then link

up Nunsfield road with the Toucan/Pegasus crossing over the A6 which should be commissioned when the development opens (at the latest). Without this link it adds no benefit to the existing community and does not help mitigate traffic caused by the development.

#### Low Density:

Whilst it's good to see most houses at least semi-detached, if we're building more houses there should be a higher proportion of terrace/town house designs included; this is to keep density higher and prevent urban sprawl - thus keeping distances from homes to amenities within walking and cycling distance, and keeping the number of dwellings up but within the 2016 local plan housing allocation area.

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