

Transport Assessment

**Proposed Residential Development
Bridgemont, High Peak**

Prepared for: Treville Properties

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CONTENTS

1.0 INTRODUCTION3

2.0 EXISTING CONDITIONS5

3.0 PROPOSED DEVELOPMENT12

4.0 PLANNING POLICY CONTEXT14

5.0 SUSTAINABLE TRANSPORT APPRAISAL19

6.0 TRIP GENERATION, DISTRIBUTION, ASSIGNMENT AND HIGHWAY IMPACT24

7.0 SUMMARY AND CONCLUSIONS26

APPENDICES

A APPLICATION DECISION NOTICE AND DISCUSSIONS WITH THE HPBC/DCC

B PROPOSED SITE LAYOUT PLAN

C PROPOSED SITE ACCESS ARRANGEMENT

D SWEPT PATH ANALYSIS

E 2KM WALKING ISOCHRONE

F 5KM CYCLING ISOCHRONE

G LOCAL CYCLE MAP

H 60 MINUTE PUBLIC TRANSPORT ISOCHRONE

I TRICS OUTPUTS – AFFORDABLE HOUSES

1.0 INTRODUCTION

Overview

- 1.1 SCP have been appointed by Treville Properties to provide specialist transport planning and engineering advice in support of an outline application for the proposals for 42 no. affordable homes on land to the west of Bridgemont, Whaley Bridge. Further details on the proposed development are provided later in Chapter 3 of this report.

Planning Background

- 1.2 A planning application for 46 residential dwellings was submitted to High Peak Borough Council (HPBC) in May 2020. The application was supported by a Transport Assessment (TA) dated July 2020 which was prepared by SCP Transport and was reviewed by Derbyshire County Council (DCC) as the acting Highway Authority. DCC Highways provided comments in a response dated August 2020 and a copy of the response is provided in **Appendix A**. In their comments, DCC acknowledged that the proposals were unlikely to have an adverse effect on the local highway network however they requested more details for clarification and revision.

- 1.3 The application was subsequently refused in February 2022 and a copy of the decision is also provided in **Appendix A**. Reason for refusal no. 4 states the following:-

“Insufficient information has been submitted with the application relating to matters of access in order to assess adequately the impacts of the proposed development having regard to matters of highway safety and design for the development proposal. In the absence of this information, it has not been possible to demonstrate that the proposal would comply with Policies S1, CF6 and Appendix 1 of the Adopted High Peak Local Plan 2016 and / or any other material considerations.”

- 1.4 Further discussions have taken place with DCC Highways in order to agree the proposed access arrangement and a copy of the correspondence is provided in **Appendix A**.

Purpose and Structure of Report

- 1.5 This TA has been prepared to address the concerns raised by DCC Highways in the previously refused application and demonstrate that the proposed development of this site can be accommodated without detriment to the operational capacity or safety of the local highway network. This TA is broadly consistent with the TA dated July 2020 and has been updated based on discussions with DCC Highways since the original submission.

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- 1.6 DCC Highways provided comments dated 14 March 2023 and a copy is provided in **Appendix A**. This report has been updated to address the comments raised.
- 1.7 This report has been developed in accordance with the now superseded Department for Transport (DfT's) March 2007 "Guidance on Transport Assessment" document and gives due regard to the National Planning Practice Guidance (NPPG) and the National Planning Policy Framework (NPPF).
- 1.8 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 – estimates the number of multimodal trips generated by the development and distributes and assigns the vehicular trips on the local highway network;
 - 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

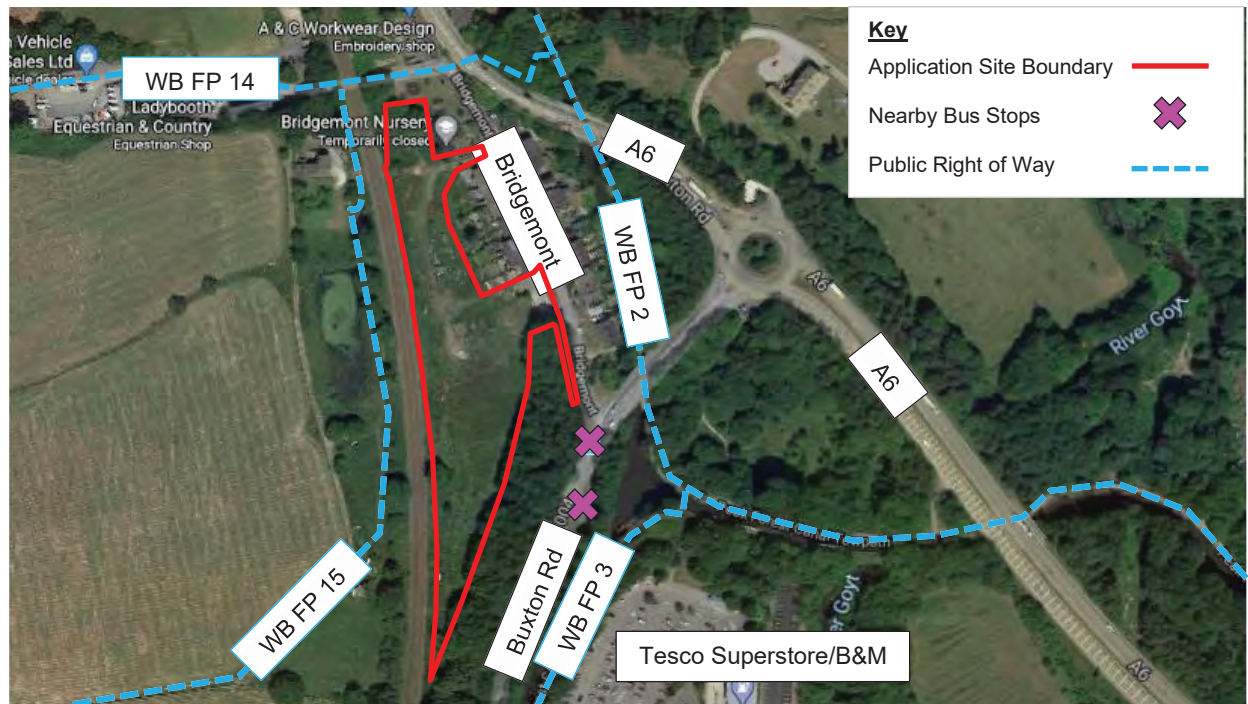
- 2.2 The application site is located within the village of Bridgemont, approximately 1.3 km to the south of Furness Vale and 700m to the north of Whaley Bridge.
- 2.3 The site the site is located within Green Belt and comprises a mixture of undeveloped and previously developed land. Part of the site was previously used as a car park for the former Dog and Partridge Public House. The Dog and Partridge has since closed and has been redeveloped for housing. Part of the site has also been used for housing poultry, for keeping horses domestically and the parking of vehicles related to these uses. The site also includes a section of the verge along the western side of Bridgemont.
- 2.4 The site is bounded by Bridgemont Nursery to the north-east, terraced residential properties and Bridgemont to the east, woodland to the south-east and the Stockport, Disley & Whaley Bridge Railway Line to the west.
- 2.5 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



2.6 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

- 2.7 Vehicular access to the site is currently provided via the access to the former Dog and Partridge public house car park.
- 2.8 There are a number of Public Rights of Way (PROW) in the vicinity of the site. Whaley Bridge FP 14 (WBF FP 14) is located directly to the north of the site and provides a link between the A6 and Ringstones Caravan Park.
- 2.9 WB FP 15 is located immediately to the east of the site and provides a link between WB FP14 and Hockerley Lane in the south-west.
- 2.10 WB FP 2 is located to the east of the site along the Peak Forest Canal Towpath and provides links between Newtown in the north-west and Buxworth in the south-east.
- 2.11 WB FP 3 is located to the south-east of the site and provides a link between WB FP 2 and Market Street in Whaley Bridge town centre.
- 2.12 The nearest bus stops are located approximately less than 200m to the south-east of the site along Buxton Road. These stops are served by regular buses to destinations including Disley, New Mills, Macclesfield, Glossop, Buxton, Chapel-en-le-Frith, Marple, Stockport and Manchester Airport. Further details on public transport are provided in Chapter 5.

- 2.13 Whaley Bridge Railway Station is located approximately 1.0km walking distance to the south of the site and Furness Vale Railway Station is located approximately 1.2km to the north-east walking distance of the site.

Local Highway Network

Bridgemont

- 2.14 Bridgemont is located along the eastern boundary of the site and is a cul-de-sac that provides access to the A5004 Buxton Road to the south-east. Bridgemont serves a number of uses including residential but also serves Bridgemont Nursery, a motor vehicle dealer, equestrian shop and fitness centre, amongst other uses.
- 2.15 Within the immediate vicinity of the site Bridgemont has a carriageway width of approximately 9.3m and has a continuous footway along the eastern section of the carriageway. A footway is provided along the western section of the carriageway between the former Dog and Partridge public house and for approximately 100m north. There is currently no footway along the western section of the carriageway between the former Dog and Partridge public house and the A5004 Buxton Road / A6 junction.
- 2.16 Within the vicinity of the site Bridgemont benefits from street lighting and is subject to a mandatory speed limit of 30mph.

A5004 Buxton Road

- 2.17 The A5004 Buxton Road is located to the south-west of the site and provides a link between the A6 and the A53 in Buxton Town Centre.
- 2.18 Within the vicinity of the site, the A5004 Buxton Road has a carriageway width of between approximately 6.8m-7.2m. To the south of the A5004 Buxton Road/Bridgemont junction, a continuous footway is provided on the eastern section of the carriageway towards Whaley Bridge Town Centre. Within the vicinity of the site, the A5004 Buxton Road benefits from street lighting and is subject to a mandatory speed limit of 40mph.

A6

- 2.19 The A6 is located to the north-east of the site and is a major distributor route which provides a link between the A57 in Manchester City Centre and the A38 near Derby.

- 2.20 Immediately to the north-west of the A6/A5004 Buxton Road roundabout the A6 has a carriageway width of approximately 10m and immediately to the south-east of the A6/A5004 Buxton Road roundabout the A6 is a dual carriageway with a width of approximately 16m.
- 2.21 Within the vicinity of the site, the A5004 Buxton Road benefits from street lighting and is subject to a mandatory speed limit of 30mph.

A5004 Buxton Road/Bridgemont Priority Controlled T-Junction

- 2.22 The A5004 Buxton Road/Bridgemont junction is located to the south-east of the site and is a priority controlled T-Junction with the A5004 Buxton Road forming the major arms and Bridgemont the minor arm, as shown on **Figure 2.3** below.
- 2.23 Dropped kerbs and tactile paving are provided along the minor arm of the junction in order to further assist pedestrians.

Figure 2.3 - A5004 Buxton Road/Bridgemont Priority Controlled T-Junction



A6/A5004 Buxton Road Priority Controlled Roundabout

- 2.24 The A6/A5004 Buxton Road/Bridgemont roundabout is located to the east of the site and is a 4-arm priority controlled roundabout. The layout of the roundabout is shown on **Figure 2.4** below.

Figure 2.4 – A6/A5004 Buxton Road Priority Controlled Roundabout



Road Safety

- 2.25 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"*.
- 2.26 In order to identify critical locations on the network with a poor accident record, the personal injury accident data has been obtained from Crash Map for the most recently available 5-year period ending 31st December 2021. The location and severity of the accidents are shown on **Figure 2.5** below:-

Figure 2.5 – Road Safety Plan



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

- No accidents occurred along Bridgemont including along the site boundary and site access;
- No accidents occurred at the A5004 Buxton Road/Bridgemont junction; and
- Two accidents occurred at the A6/A5004 Buxton Road roundabout which were both of slight severity.

2.28 Whilst any traffic accident is regrettable, due to the very low number of accidents recorded and the severity of the accident, the road safety record does not represent a material concern in the context of the proposed development.

3.0 PROPOSED DEVELOPMENT

Overview

- 3.1 The planning application is in outline and comprises a residential development for up to 42no. affordable dwellings comprising the following indicative mix:
- 2 no. 1-bed cottage flats;
 - 24 no. 2-bed houses; and
 - 16 no. 3-bed houses.
- 3.2 The development proposals are shown on the indicative site layout plan presented in **Appendix B**.

Proposed Access Arrangements

- 3.3 Vehicular access to the site will be provided via the existing access to the former Dog and Partridge public house car park, as shown on drawing SCP/200341/F03 Rev A presented in **Appendix C**. In addition, two dwellings will take direct access along Bridgemont.
- 3.4 The existing vehicular access will be upgraded to typical residential standards and provide a 5.5m wide carriageway. It is proposed that the first 10m of the proposed access (from the existing channel line) will form part of the highway maintainable at public expense under a S278/S38 agreement and have a maximum gradient of 1:30.
- 3.5 The proposed access has been designed in accordance with the comments provide by DCC Highways dated February 2022 and a copy of the comments is provided in **Appendix A**. This includes the initial 10m of the access road meeting adoptable standards but thereafter the road will be private.
- 3.6 The site access will provide visibility splays that have an 'x' (minor arm setback distance) of 2.4m and a 'y' (major road visibility) distance of 43m in either direction which exceeds the guidance presented in the Manual for Streets (MfS) for a 30mph road, as shown on the drawing presented in **Appendix C**.
- 3.7 It should be noted that the drainage design for the proposed access will be dealt with as part of the subsequent detailed design work although at this stage it can be confirmed that no surface water from within the site will be discharged into the highway.

- 3.8 Pedestrian access to the site will be provided from the same location as the vehicular access. In addition, separate pedestrian links will be provided at the northern and southern sections of the site onto Bridgemont and Buxton Road.
- 3.9 A footway will be provided along the sites frontage which will link the existing footway along the western section of Bridgemont and the Bridgemont/A5004 Buxton Road junction.

Internal Road Layout and Servicing

- 3.10 The internal layout will be developed with the principles set out in the MfS. Details such as crossing points, dropped kerbs and tactile paving will be provided in the detailed application.
- 3.11 It should be noted that the internal layout (after the first 10m of the proposed site access) will be privately maintained. Notwithstanding this and at the request of the DCC Highways, swept path analysis has been undertaken and is shown on drawing SCP/200341/ATR02 and SCP/200341/ATR04 in **Appendix D**.

Parking

Car Parking

- 3.12 Car parking standards for residential development are presented in High Peak Borough Council's 2016 Local Plan and are summarised below:
- 1/2 bedrooms – 1.5 spaces per unit;
 - 3 bedroom – 2 spaces per unit; and
 - 4+ bedrooms – 3 spaces per unit.

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; and
 - Motorcycle parking – no standard.
- 3.13 The proposed development provides parking in accordance with HPBC's standards.

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 Travel plans are secured through a policy framework that extends from national through to local level when dealing with new development proposals.
- 4.4 Travel plans are currently secured within the planning system within the context of the government's **National Planning Policy Framework (NPPF)**, which was produced in 2012 and recently updated in July 2021.
- 4.5 The NPPF aims to provide a framework within which locally-prepared plans for housing and other development can be produced. The framework aims to streamline the planning process, making it more accessible at neighbourhood and community level and simplifying the decision-making process.
- 4.6 The NPPF aims to promote sustainable transport, and ensure that transport issues are considered from the earliest stages of plan making and development proposals so that:
- The potential impacts of development on transport networks can be addressed.
 - Opportunities from existing or proposed transport infrastructure and changing transport technology and usage are realised.
 - Opportunities to promote walking, cycling and public transport use are identified and pursued.
 - The environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account.
 - Patterns of movements, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places.

- 4.7 Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health.
- 4.8 The document states that all developments which generate significant amounts of movement should be required to provide a travel plan, and that the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.
- 4.9 The NPPF is supported by a number of **Planning Practice Guidance notes (2014)**. One such note provides guidance on 'Travel Plans, Transport Assessment and Statements in Decision-Taking'. The guidance specifies that travel plans should be:
- Proportionate to the size and scale of the development;
 - Established at the earliest practicable possible stage of a development proposal;
 - Be tailored to local circumstances; and
 - Be brought forward through collaborative working with the Local Planning Authority, transport operators, along with communities and local businesses where relevant etc.
- 4.10 The guidance note goes on to provide suggestions for the content of a travel plan in terms of baseline data, the nature of the development, proposals to reduce the need to travel by all modes of transport, and monitoring.

Derbyshire County Council Local Transport Plan

- 4.11 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.
- 4.12 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

- 4.13 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

- 4.14 Policy CF 6 of the High Peak Local Plan 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

- 4.15 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.
- 4.16 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 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. The purpose of the isochrones is to demonstrate the areas within an acceptable walk distance of the site, as shown on the plan presented in **Appendix E**.

- 5.4 These plans demonstrates that the site is within acceptable walking distance of Whaley Bridge, Buxworth and Furness Vale centres which contain a wide range of facilities, including the following:

Bus Stops
Rail Stations
Co-op Food
Tesco Superstore (incl Tesco Clothing)
B&M Store
Takeaways
Cafes
Restaurants
Public Houses
Bridgemont Nursery
Whaley Bridge Primary School
Buxworth Primary School
Furness Vale Primary School
Bingswood Industrial Estate
Bridgemont Village Hall
Parks/Playgrounds
Whaley Bridge Skatepark
Warriors Fitness Centre
Synergy Performance Fitness
Whaley Bridge Cricket Club
Whaley Bridge Athletic Football Club
Whaley Bridge Bowling Club
Toddbrook Sailing Club

- 5.5 Pedestrian access to the site will be provided from the same location as the vehicular access. In addition, separate pedestrian links will be provided at the northern and southern sections of the site onto Bridgemont and Buxton Road.
- 5.6 There are a number of PROW in the vicinity of the site including WB FP 2 which is located to the east of the site along the Peak Forest Canal Towpath and provides traffic free links between Newtown in the north-west, Buxworth in the south-east.

Cyclists

- 5.7 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.

- 5.8 **Appendix F** illustrates the 5km cycle catchment area around the site, which is roughly equivalent to a 25 minute cycle time. The plan demonstrates that New Mills and Chinley are located within 5km of the development, as well as the surrounding villages.
- 5.9 National Cycle Route (NCR) 68 is located approximately 1.2km cycle distance to the east of the site and provides access to the nearby areas of New Mills and Buxton.
- 5.10 The local cycle routes taken from DCC's online cycle map are shown **Appendix G**.
- 5.11 The Peak Forest Canal Towpath is located to the east of the site and also provides cycle access to Whaley Bridge, New Mills and Chinley.

Public Transport

- 5.12 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."
- 5.13 The nearest bus stops are located along the A5004 Buxton Road. The bus stops for northbound services is approximately 160m and for southbound is approximately 190m based on walking distance from the centre of the site. Both bus stops are therefore well within the recommended walking distance. Further bus stops are located approximately 700m to the north of the site along the A6 Buxton Road. Services from these stops are summarised in **Table 5.1** below.

Table 5.1 – Bus Service Summary

Service Number	Route	Mon-Fri		Sat		Sun	
		Av. Frequency	Approx. First/Last	Av. Frequency	Approx. First/Last	Av. Frequency	Approx. First/Last
040	Bridgemont - Buxworth - Chinley - Chapel High School	1 school service		No Service		No Service	
60 / 60A	Hayfield – New Mills – Whaley Bridge	1- 2 hours	07:36 – 16:22	1- 2 hours	07:36 – 16:20	No service	No service
61	Glossop - New Mills - Buxton	1.5 hours	07:00 – 18:36	1.5 hours	07:59 – 18:36	3 services per day either way	11:04 – 17:34
190	Buxton - Upper End - Chapel - Whaley Bridge	1- 2 hours	09:29 – 18:33	1- 2 hours	09:48 – 18:49	No service	No service
199 Skyline	Buxton - Chapel - Disley - Stockport - Airport	20-30 mins	05:59 – 00:03	20-30 mins	05:59 – 00:03	1 hour	06:54 - 18:53 (night services at 21:53 and 03:55)

- 5.14 The nearby bus stops provide regular services throughout the day to locations including Whaley Bridge Town Centre, Buxton and Stockport.
- 5.15 Whaley Bridge Railway Station is located approximately 1.0km walking distance to the south of the site is therefore within an acceptable walking distance, however cycle parking with CCTV is also at the station.
- 5.16 Whaley Bridge Railway Station is served by the Buxton to Manchester Piccadilly line via Chapel-en-le-Frith Levenshulme and Stockport with frequent train services provided throughout the week.

- 5.17 Furness Vale Railway Station is located approximately 1.2km walking distance to the north-west of the site is therefore within an acceptable walking distance, however cycle parking with CCTV is also provided at the station. Furness Vale Railway Station is also served by the Buxton to Manchester Piccadilly line and therefore provides similar services.
- 5.18 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 stations, demonstrating that it is possible to reach areas such as Buxton, Macclesfield, Stockport and Manchester City Centre within an acceptable commute time.

Summary

- 5.19 This section demonstrates that the site is located within an area considered accessible by non-car modes of travel. The site is located within an acceptable walk distance of Whaley Bridge centre, Buxworth and Furness Vale centres which contain a wide range of facilities.
- 5.20 A footway will be provided along the sites frontage which will link the existing footway along the western section of Bridgemont and the Bridgemont/A5004 Buxton Road junction.
- 5.21 The nearby bus stops provide regular services throughout the day to locations including Whaley Bridge Town Centre, Buxton and Stockport. There are also two railway stations within an acceptable walking distance of the site which provide regular services to locations including Stockport and Manchester City Centre.

6.0 TRIP GENERATION, DISTRIBUTION, ASSIGNMENT AND HIGHWAY IMPACT

Overview

- 6.1 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.
- 6.2 As mentioned previously, the planning application comprises a residential development for up to 42no. affordable dwellings comprising 40no. houses and 2no. cottage flats.

Trip Generation

Affordable Houses

- 6.3 To estimate the trip generating potential of the proposed affordable houses, the TRICS Database has been interrogated for surveys of developments similar to that proposed.
- 6.4 The selection criteria for the affordable houses TRICS-based trip rates is as follows:-
- Land use Residential / Affordable/Local Authority Houses;
 - London and NI / Ireland sites excluded;
 - Multimodal surveys; and
 - Based on number of dwellings.
- 6.5 The TRICS outputs are presented in **Appendix I** with the trip rate summarised in **Table 6.1** below:-

Table 6.1 – Proposed Affordable Houses 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	0.142	0.25	0.276	0.181
Cyclists	0.004	0.022	0.039	0.026
Pedestrians	0.099	0.513	0.267	0.220
Public Transport	0.000	0.091	0.030	0.004

- 6.6 The above trip rates have been applied to the proposed 42 dwellings to determine the multi-modal trip generation for the development, as summarised in **Table 6.2** below.

Table 6.2 – Proposed Residential Use 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	6	11	12	8
Cyclists	0	1	2	1
Pedestrians	4	22	11	9
Public Transport	0	4	1	0

- 6.7 The proposed development will result in a maximum increase of only 17 two-way vehicles during the AM peak hour and 20 two-way vehicles during the PM peak hour. Volumetrically, this equates to approximately one additional vehicle movement every 3-4 minutes during the peak hours.
- 6.8 The trip generation associated with the previous use of the site (public house car park, housing poultry, for keeping horses domestically) has not been taken into account as part of the net trip generation. In addition, the trip rates for houses have been applied to the cottage flats when in reality these two dwellings are unlikely to generate any traffic during the peak hours.
- 6.9 The trip generation detailed in Table 6.2 is therefore considered highly robust. Furthermore, the redevelopment will tend to generate only car-based traffic compared to the more onerous HGV / farm vehicle traffic associated with the that previous uses.

Trip Distribution and Assignment

- 6.10 An assumed 50/50 northbound/southbound split has been applied to the A5004 Buxton Road/Bridgemont junction. The traffic assignment is summarised in **Table 6.6** below:

Table 6.6 – Peak Hour Trip Generation at Nearby Junctions

	Two-Way Peak Hour Trip Generation	
	AM	PM
Site Access along Bridgemont	17	20
A5004 Buxton Road/Bridgemont Junction	17	20
Two-Way A6/A5004 Buxton Road Roundabout	8	10

- 6.11 As shown on **Table 6.6**, the traffic impact of the development will be imperceptible on the wider highway network and detailed capacity assessments of the nearby junctions are not therefore required as part of this TA.

7.0 SUMMARY AND CONCLUSIONS

- 7.1 SCP have been appointed by Treville Properties to provide specialist transport planning and engineering advice in support of an outline application for the proposals for 42 no. affordable homes on land to the west of Bridgemont, Whaley Bridge.
- 7.2 A planning application for 46 residential dwellings was submitted to High Peak Borough Council (HPBC) in May 2020 which was subsequently refused in February 2022. Reason no. 4 of the refusal states “*Insufficient information has been submitted with the application relating to matters of access in order to assess adequately the impacts of the proposed development having regard to matters of highway safety and design for the development proposal...*” This Transport Assessment (TA) has been prepared to address the concerns raised by DCC Highways in the previously refused application and demonstrate that the proposed development of this site can be accommodated without detriment to the operational capacity or safety of the local highway network. This TA is broadly consistent with the TA dated July 2020 and has been updated based on discussions with DCC Highways since the original submission.
- 7.3 Vehicular access to the site will be provided via the existing access to the former Dog and Partridge public house car park. The access will provide a 5.5m wide carriageway. The proposed access has been designed in accordance with the comments provide by DCC Highways dated February 2022. This includes the initial 10m of the access road meeting adoptable standards but thereafter the road will be private. It should be noted that the drainage design for the proposed access will be dealt with as part of the subsequent detailed design work although at this stage it can be confirmed that no surface water from within the site will be discharged into the highway.
- 7.4 Pedestrian access to the site will be provided from the same location as the vehicular access. In addition, separate pedestrian links will be provided at the northern and southern sections of the site onto Bridgemont and Buxton Road.
- 7.5 The site is located within an acceptable walk distance of Whaley Bridge centre, Buxworth and Furness Vale centres which contain a wide range of facilities. A footway will be provided along the sites frontage which will link the existing footway along the western section of Bridgemont and the Bridgemont/A5004 Buxton Road junction.

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- 7.6 There are nearby bus stops which provide regular services throughout the day to locations including Whaley Bridge Town Centre, Buxton and Stockport. There are also two railway stations within an acceptable walking distance which provide further access to major key destinations including Stockport and Manchester City Centre.
- 7.7 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.
- 7.8 The proposed development will result in a maximum increase of only 17 two-way vehicles during the AM peak hour and 20 two-way vehicles during the PM peak hour. Volumetrically, this equates to approximately one additional vehicle movement every 3-4 minutes during the peak hours. The trip generation associated with the previous use of the site (public house car park, housing poultry, for keeping horses domestically) has not been taken into account as part of the net trip generation. In addition, the trip rates for houses have been applied to the cottage flats when in reality these two dwellings are unlikely to generate any traffic during the peak hours. The trip generation analysis presented in this report is therefore considered highly robust. Furthermore, the redevelopment will tend to generate only car-based traffic compared to the more onerous HGV / farm vehicle traffic associated with the that previous uses. Based on the proposed trip generation, detailed capacity assessments of the nearby junctions have not been undertaken.
- 7.9 Having regard to the above, it is concluded that there is no highway-related reason to withhold planning permission for the scheme and the proposed development is therefore commended for approval.

S|C|P

APPENDIX A



High Peak Borough Council
working for our community

Mr Rawdon Gascoigne
Emery Planning Partnership Ltd
Hobson Street
Macclesfield
Cheshire
SK11 8BS

Treville Properties and Great Places
c/o Agent

Application no: HPK/2020/0180

Determined on: 14/02/2022

Town and Country Planning Act 1990
Town and Country Planning (Development Management Procedure) (England) Order 2015

REFUSAL OF OUTLINE PLANNING PERMISSION

Location of Development:

Land At Bridgemont Bridgemont Whaley Bridge Derbyshire

Description of Development:

Application for Outline Planning Permission with details of access (all other matters reserved)
for erection of 38 affordable dwellings

In pursuance of their powers under the above mentioned Act High Peak Borough Council,
HEREBY REFUSE PERMISSION for the development described in the above application, in
accordance with plans ref: Existing Site and Location Plan drawing ref. 311106 01 P13;
Indicative Site Plan drawing ref. 311106 02 P18; Proposed Site Access: ref. 311106 04 P8 for
the reason(s) specified below:-

1. The development does not constitute limited affordable housing for local community needs under policies set out in the development plan. The development therefore does not fall within the exception to inappropriate development at paragraph 149(f) of the Framework. There would also be substantial harm spatially and harm visually to the openness of the Green Belt as well as landscape harm. In addition, the proposal would result in harm to the Green Belt's purpose to assist in safeguarding the countryside from encroachment. Paragraph 148 of the NPPF explains that any harm to the Green Belt attracts substantial weight. As such the development is inappropriate development in the Green Belt. Therefore, the very special circumstances necessary to justify development in the Green Belt do not exist. Accordingly, the proposal is contrary to Policies S1, S2, EQ2, EQ3, EQ4, EQ6, H4 and H5 of the Adopted High Peak Local Plan 2016; Council Supplementary Planning Documents including: Housing Needs in the High Peak (2007) and Landscape Character (2005) and NPPF.
2. Network Rail have confirmed that the Council should be satisfied that there would no adverse impacts to the operation of the railway line, which adjoins the western

