

Supporting Guidance and Evidence

- National Planning Policy Framework

Accessibility and Transport

5.205 High Peak sits between two important national corridors; the M1 and M6. The A6 forms the main route along which many of the settlements in the Buxton and Central Area have developed. To the north, the A57 provides connectivity from Glossopdale to Sheffield, with the A628(T) also providing connections to South Yorkshire and Manchester for the Glossop area. The A57 and A628 in Glossopdale are heavily used trans-Pennine routes. These routes and surrounding networks suffer from traffic congestion and associated environmental, economic and social problems. Evidence from the A6 Corridor Study and Local Plan Transport Study indicates that development within High Peak will further increase traffic on these routes. Public transport, highways and other complementary improvements have been identified by these studies to help address identified issues.

5.206 The distribution of settlements across High Peak means that access to some services is an issue, particularly in the villages. By shaping patterns of future development and influencing the location, scale, density and mix of land uses, the Local Plan can help reduce the need to travel, reduce the length of journeys, congestion and make it safer and easier for people to access jobs, shops, leisure facilities and services by means of transport other than by private car.

5.207 The development of major sites within the Local Plan should be supported by Transport Assessments to determine the full impact of proposals, including on the rail network where appropriate. Travel Plans to improve access to development sites by sustainable means should be prepared and implemented where appropriate. Where appropriate, specific access issues and solutions are addressed in the relevant sub-area strategies.

5.208 However improving accessibility to key services and facilities is not something the Local Plan can achieve on its own. Effective partnerships with organisations such as Derbyshire County Council, the Highways England, Network Rail, public and community transport operators and the High Peak and Hope Valley Community Rail Partnership will be required.

5.209 Derbyshire County Council has a particularly critical role to play, not just as the local highways and public transport authority but by taking the lead on matters such as public rights of way, leisure routes, cycleways and accessibility. The Derbyshire Local Transport Plan outlines the broad transport strategy for Derbyshire up to 2026. The plan's five goals are; Supporting a resilient local economy, Tackling Climate Change, Contributing to Better Safety, Security and Health, Promoting Equality of Opportunity and Improving Quality of Life and Promoting a Healthy Natural Environment. The Local Plan and the wider planning process also has a key role to play in delivering these goals.

Policy CF 6

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.

Supporting Guidance and Evidence

- National Planning Policy Framework
- Derbyshire Local Transport Plan (2011-2026)
- High Peak Local Plan Transport Study (2014)

Planning Obligations and Community Infrastructure Levy

5.210 Developer contributions will have a significant role to play in infrastructure delivery, including contributions towards affordable housing (on-site or off-site) and other measures required to make developments acceptable in planning terms. Standard formulae used to secure infrastructure provision used by the Local Planning Authorities and its partners may also be applied where appropriate. A Developer Contributions SPD will provide detail of how contributions will be calculated. This will be subjected to a viability appraisal to ensure that any requirements do not undermine development viability.