

Highways Response

Cross Town Journeys to the Store

Our Transport Assessment has used the TRICS database to estimate the number of vehicle trips to and from the proposed development. This is standard practice in Transport Assessment work, and estimates the number of car journeys to and from the site by comparing the site to a number of existing similar sites. The trip generation for the proposed development has therefore been determined by considering existing sites in edge of town, edge of town centre and neighbourhood centre locations.

The overall trips generated have then been split onto the highway network, with 75% of the trips assumed to be travelling to and from Buxton, as was agreed with Derbyshire County Council (DCC). This amounts to an increase in trips when compared with the outline planning permission of just 32 trips per hour in the afternoon peak and 3 trips per hour in the morning peak. As a reference, there are currently approximately 1800 vehicle movements through the 'Fiveways' junction during the busiest hour period.

The relocation of the Aldi store would not be expected to result in a significant number of additional trips across the town centre. There are other food stores within Buxton town centre, including Iceland, Co-op and Morrisons. Many of the existing Aldi customers may use one of the alternative town centre stores instead. While some existing customers from north of Buxton may travel across town to visit the new Aldi, this is captured by the transport assessment modelling carried out with an assumption the vast majority of trips to the site would come from the Buxton side of the site. Furthermore, the expected number of additional trips across town would be offset by the benefit of the new Aldi store removing the need for residents south of Buxton to travel in to Buxton town centre.

Accessibility to the Aldi Store and its Impact on Trip Generation.

As outlined above, the trip generation for the site has been estimated using the TRICS database. This is done by selecting a range of sites with the TRICS database, that are similar to the proposed development. Each of the sites within TRICS would potentially have issues that make those sites less sustainable, ranging from lack of public transport services, long walking distances to residential areas, lack of cycle lanes / cycle parking etc.

Overall, the proposed development is considered to be in a sustainable location and will become more so through the delivery of the planned local centre. There are bus stops immediately outside the site, and existing and proposed footways connecting the site. The site will be located to provide a local centre to a wider development area, including approximately 400 new residential dwellings, which will provide excellent opportunity for walking and cycling trips to the site. While the TA does not specifically account for the topography, the positive features of the sustainability of the site are such that the trip generation determined from the existing sites within TRICS can be considered to be reliable and a large proportion of local residents would clearly have the opportunity to walk and cycle to the store noting the planned connections through the residential development to the surrounding residential areas.

The Impact of Other Planned Developments

The TA does not account for planned residential developments. DCC were consulted with regard to committed development sites, and DCC did not require any committed sites to be included in our assessments. Looking at the list of 'relevant sites', most do not currently have any permission in place and as such would be required to assess the Foxlow Farm local centre as a planned/committed development when assessing the impact of their proposed development. The sites to the north of Buxton with a permission in place, are of a relatively small scale, including Batham Gate Road, Hardwick Square and Station Road, which are all for 30 dwellings or less. The population of Buxton is approximately 22000, and this number of additional dwellings would not therefore be expected to make any material difference to the traffic patterns. Furthermore, this is offset by the planned residential developments, which do have planning permission, located in the near vicinity of the site including Foxlow Farm (circa 400 dwellings) and the Harpur Hill College Campus (circa 150 dwellings), which will benefit from the close proximity of the proposed development.