



For and on behalf of
Dragonfly Homes

RESIDENTIAL TRAVEL PLAN STATEMENT

Mill Lane, Bolsover

Prepared by
Sustainable Development and Delivery
DLP Planning Ltd
Sheffield

April 2021



Prepared by:	Kurt Hardy Senior Transport Planner	
Checked by:	Anna Meer BA (Hons) CMILT Associate Director	
Approved by:	David Baber MSc CMILT MCIHT Senior Director	
Date: April 2021	Office: Sheffield	Issue: Rev A

Sustainable Development and Delivery

**4 Abbey Court
Fraser Road
Priory Business Park
Bedford
MK44 3WH
Tel: 01234 832740**

**6th Floor
Broad Quay House
Prince Street
Bristol
BS1 4DJ
Tel: 01179 758680**

**6th Floor
City Gate East
Toll House Hill
Nottingham
NG1 5FS
Tel: 01156 715067**

**Ground Floor
V1 Velocity
Tenter Street
Sheffield
S1 4BY
01142 289190**

DLP Consulting Group disclaims any responsibility to the client and others in respect of matters outside the scope of this report. This report has been prepared with reasonable skill, care and diligence. This report is confidential to the client and DLP Planning Ltd accepts no responsibility of whatsoever nature to third parties to whom this report or any part thereof is made known. Any such party relies upon the report at their own risk.

CONTENTS	PAGE
1.0 INTRODUCTION	4
Context	4
2.0 SITE ACCESSIBILITY.....	5
Introduction.....	5
Proposed Development	5
Local Highway Network	5
Pedestrian Travel.....	7
Cycle Travel.....	8
Public Transport - Bus	9
Public Transport - Rail	11
3.0 WHAT IS A TRAVEL PLAN? BENEFITS, AIMS AND OBJECTIVES	12
What is a Travel Plan?.....	12
Benefits of a Travel Plan.....	12
Aims and Objectives	12
4.0 TRAVEL PLAN MEASURES.....	14
Sales Staff	14
Sales Website.....	14
Sustainable Travel Information Pack (TIP).....	14
Promote Car Share Scheme	15
5.0 TRAVEL PLAN TARGETS AND ACTION PLAN	16
Introduction.....	16
Targets	16
Action Plan	16

Appendices
Appendix A
Appendix B

Derbyshire County Council Scoping Response (11th and 12th May 2020)
 Site Masterplan

1.0 INTRODUCTION

Context

- 1.1 This Residential Travel Plan Statement (TPS) has been prepared by DLP on behalf of Dragonfly Homes and is submitted in support of a planning application for a residential development of 32 dwellings on land off Mill Lane in Bolsover. It will form the first stage in a series of assessments and initiatives to encourage sustainable travel at the site. Based upon the scale of development, a Travel Plan Statement is deemed to be appropriate.
- 1.2 This TPS follows a Scoping Note which was issued to the Local Highway Authority [LHA] (Derbyshire County Council) on 23rd April 2020 (albeit for a much larger development site at the time). Subsequently initial comments were received from the LHA on 11th May and 12th May 2020 (full correspondence contained at **Appendix A**) and advised that:
- “A Travel Plan will also need to be prepared in support of the development proposals.”*
- 1.3 This document has been prepared with due consideration to national sustainable travel planning policy contained within ‘Travel Plans, Transport Assessments and Statements (DfT, March 2014) and the National Planning Policy Framework (MHCLG, June 2019). Derbyshire County Council also advocate the use of neighbouring authority Nottinghamshire County Council “Guidance for the preparation of Travel Plans in support of Planning Applications” document (2010).
- 1.4 In order to inform this TPS, a site visit was undertaken on Friday 17th April 2020 to review current highway conditions and identify the location of key facilities and sustainable travel opportunities.
- 1.5 A Transport Assessment has also been completed in support of the proposed development. Where appropriate, this TPS adopts the findings of the Transport Assessment, particularly in respect of the proposed infrastructure and modal split targets.
- 1.6 The remainder of the TPS sets out the following:
- The existing site conditions in terms of accessibility, transport and highway matters;
 - A summary of the development proposals;
 - The benefits, aims and objectives of the TP;
 - The Travel Plan Coordinator role and responsibilities;
 - Potential measures that will and could be implemented at the development; and
 - Targets and how the TP and measures will be managed, marketed and implemented, with an action plan.

2.0 SITE ACCESSIBILITY

Introduction

- 2.1 The site lies to the north of Bolsover and is approximately 2.8 acres and is currently occupied by a commercial / works depot unit. **Figure 1** shows the site location in context to its surroundings.

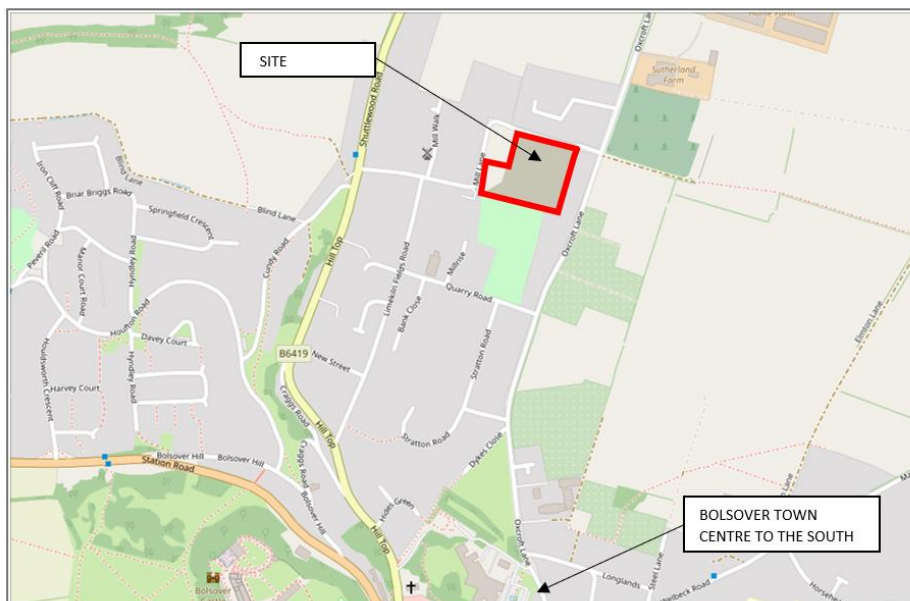


Figure 1. Site Location Plan

Proposed Development

- 2.2 The proposals are to develop 32 dwellings in the form of 2,3 and 4 bedroom units.
- 2.3 It is envisaged that vehicular access would be gained via a simple priority junction access. On either side of the access road, there would be 2 metres wide footways provided which continue within the site.
- 2.4 Further to the above, there would be two dedicated pedestrian connections to the open space and play facilities at the southern end of the site. **Appendix B** contains an indicative site masterplan.

Local Highway Network

Mill Lane

- 2.5 Mill Lane is subject to a 30mph speed limit with street lighting present along its full extent. At the site frontage, the carriageway measures 5 metres in width and is bound by a 2.8 metres wide footway at its southern edge (site frontage) and a 1.5 metres wide footway at its northern edge (Cavendish Park frontage). There are no parking restrictions located on Mill Lane in the vicinity of the site.

- 2.6 To the west Mill Lane extends for approximately 300 metres until it forms the minor arm of a priority-controlled junction with the B6419 Shuttlewood Road. This section of Mill Lane generally measures between 5 and 5.5 metres wide and is bound by a footway at one edge, however, with a section of single lane width at 4 metres wide bound by properties at both edges. On-site observations noted that although no formal signage was present, vehicles informally gave way to oncoming traffic (see **Figure 2**).



Figure 1. On-site Observations at Narrowing on Mill Lane

- 2.7 To the east, Mill Lane extends for 60 metres and forms the minor arm of a priority-controlled T-junction with Oxcroft Lane. The carriageway along this section measures between 5 and 6 metres wide, noting that the footways stop approximately 30 metres before the junction due to properties fronting the carriageway.

Oxcroft Lane

- 2.8 Oxcroft Lane is also subject to a 30mph speed limit with street lighting present along its full extent. The carriageway measures between 5.5 metres and 6.5 metres in width and is bound by a 2.3 metres wide verge at its eastern edge (site frontage) and a 2 metres wide footway at its western edge. On-site observations confirm that there is a section of single yellow line parking restrictions located at the eastern edge of the carriageway of Oxcroft Lane, restricting parking between 8am and 6pm. This extends for approximately 30 metres north and south at the Oxcroft Lane / Mill Lane T-junction (as shown in **Figure 3**).



Figure 2. On-site Observations of Oxcroft Lane

2.9 To the south Oxcroft Lane provides access to Bolsover Town Centre which is located 1.1 kilometres south of the Oxcroft Lane site, whilst to the north it provides access to the villages of Stanfree and Clowne.

Shuttlewood Road

2.10 The B6419 Shuttlewood Road is located approximately 300 metres west of the site and is a distributor road connecting Bolsover to nearby villages and towns. It is subject to a 30mph speed limit in the vicinity with the Mill Lane junction with street lighting present. The carriageway measures 6.8 metres in width and is bound by a 1.8 metres wide footway at both edges.

2.11 Shuttlewood Road also provides direct access to a residential dwellings, noting that at the Mill Lane junction and to the north are double yellow line parking restrictions present at both edges of the carriageway. To the south there are double yellow line parking restrictions located at the western edge of the carriageway for approximately 100 metres, with no restrictions present beyond that point. As a result, on-street parking occurs at the eastern edge of the carriageway directly south of the junction with Mill Lane.

Pedestrian Travel

2.12 Table 3.2 of The Institute of Highways & Transportation publication “Guidelines for Providing for Journeys on Foot” (2000) recommends a preferred maximum walking distance of 800 metres to town centres and 2000 metres for commuting / school journeys.

2.13 Given Bolsover Town Centre is located 1.1 kilometres from the site’s, **Figure 4** shows a 2 kilometres isochrone. It confirms that within 2 kilometres are facilities / amenities such as Bolsover Infants & Nursey School, Tiny Tots Day Nursey, Bolsover Cof E Junior School, The Bolsover School, Bolsover Town Centre (containing retail, employment, leisure and health) and Welbeck Road Health Service Centre.

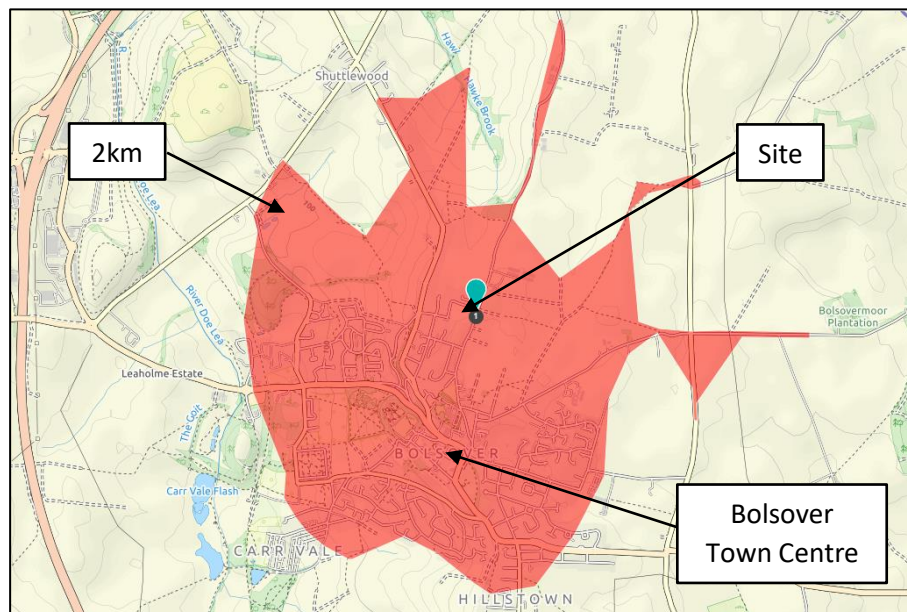


Figure 4. Pedestrian Isochrone (2 kilometres)

2.14 Furthermore, on-site observations confirm that the site is well connected to the surrounding facilities by a network of footways and crossings at key locations. Continuous footways / footpaths extend from the site towards Bolsover Town Centre to the south, with key pedestrian routes shown in **Figure 5**.

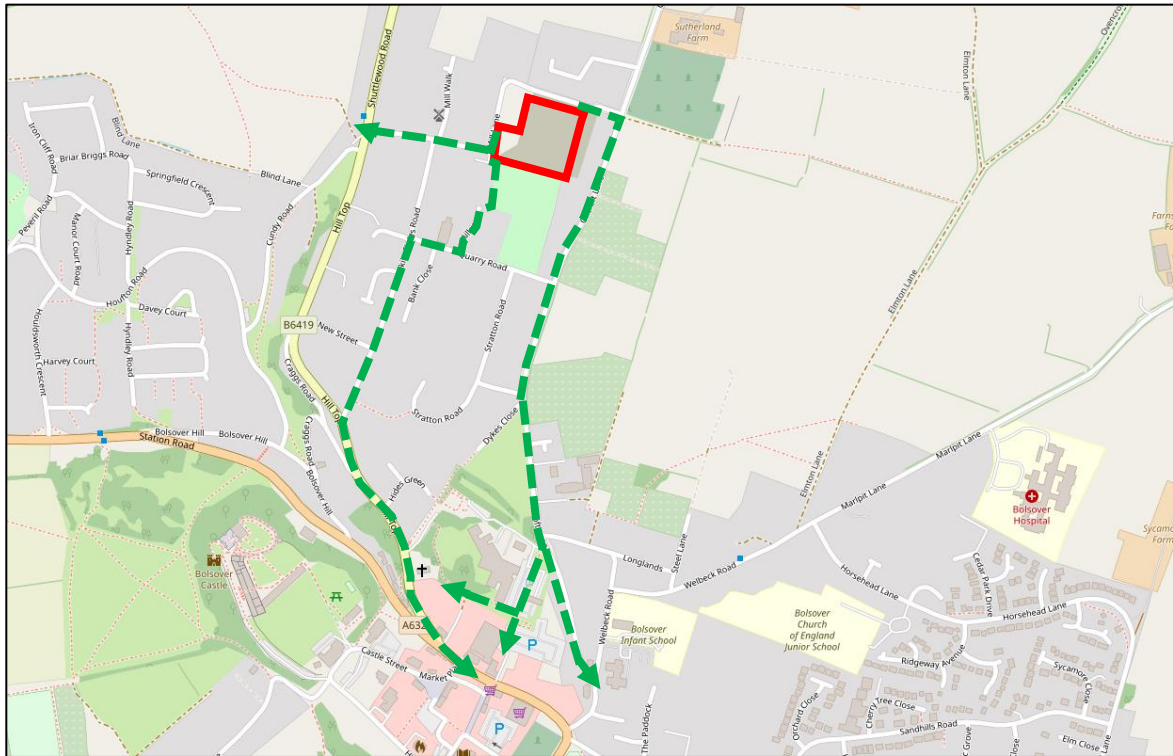


Figure 5. Pedestrian Routes

Cycle Travel

2.15 With reference to acceptable cycling distances, Paragraph 1.5.1 of DfT’s Local Transport Note 2/08 ‘Cycle Infrastructure Design’ states that:

“In common with other modes, many utility cycle journeys are under three miles (ECF, 1998), although, for commuter journeys, a trip distance of over five miles is not uncommon. Novice and occasional leisure cyclists will cycle longer distances where the cycle ride is the primary purpose of their journey.”

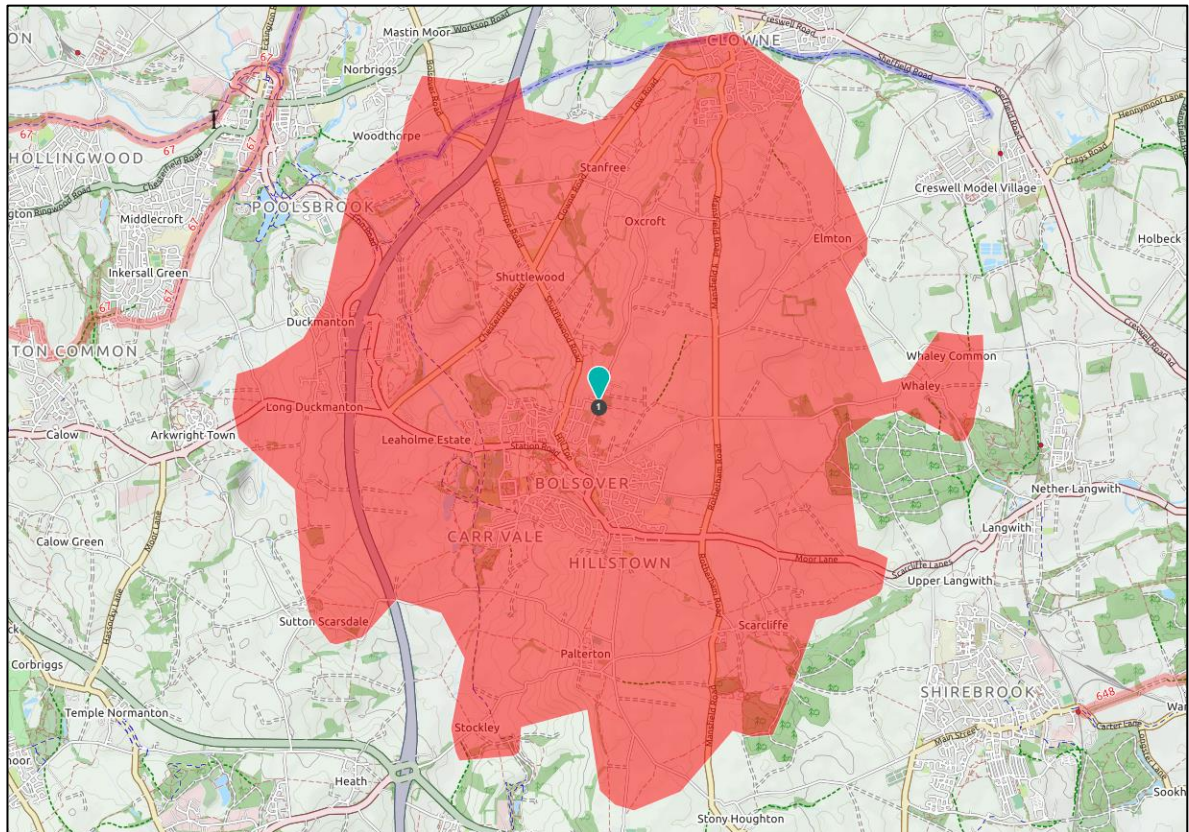


Figure 6. Cyclist Isochrone (5 kilometres)

- 2.16 **Figure 6** shows a 5 kilometres cycle catchment area in the vicinity of the site. It demonstrates the entire of Bolsover is within a reasonable cycling distance. This includes areas of employment, retail, leisure and health. Further afield nearby locations such as Carr Vale, Hillstown, Palterton, Scarcliffe, Whaley, Clowne, Stanfree, Oxcroft, Shuttlewood and Duckmanton are also located within a 5 kilometres cycle distance.
- 2.17 In addition to the above, Paragraph 6.4 of MfS states that “*cyclists should generally be accommodated on the carriageway*”. Whilst there are no designated cycle routes in the vicinity of the site, the general widths and topography of the carriageways should be suitable in accommodating cyclists.

Public Transport - Bus

- 3.1 With reference to walking distances to bus stops, it has commonly been acknowledged that people are prepared to walk 400 metres to the nearest bus stop. However the CILT “Buses in Urban Developments” (January 2018) document states at Table 4 that where developments are located close to bus corridors with two or more high frequency services, the maximum walking distance is 500 metres.

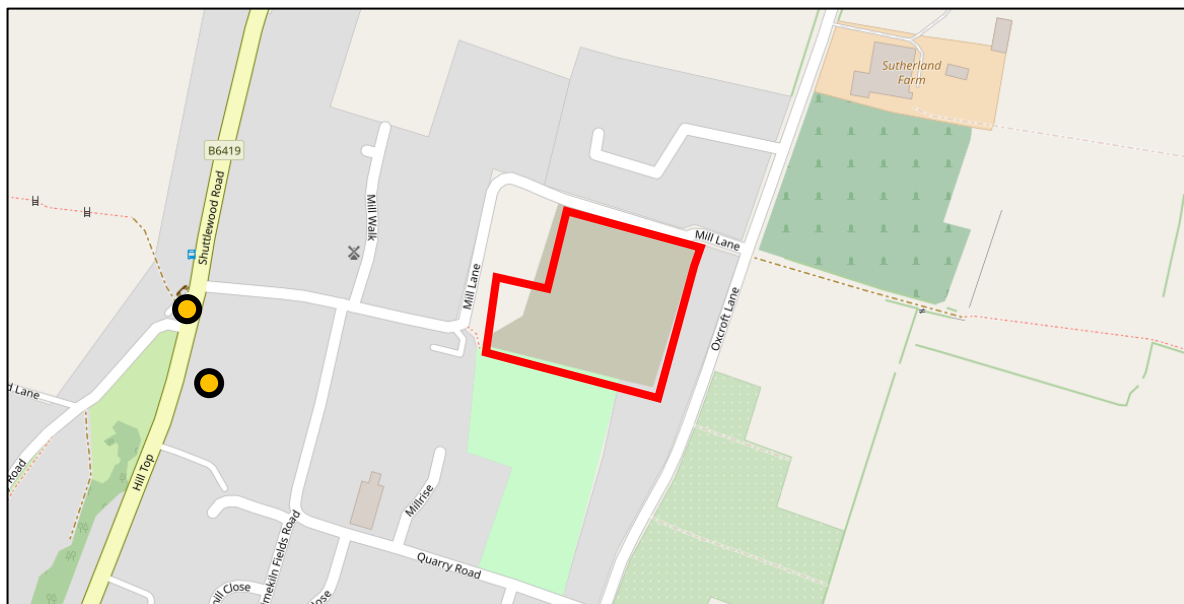


Figure 7. Local Bus Stops

2.18 **Figure 7** demonstrates that the nearest pair of bus stops are located on Shuttleworth Road approximately 210 metres from the Mill Lane site. These stops comprise flag and pole arrangements, as shown in **Figure 8**.



Figure 8. Northbound and Southbound Bus Stops

2.19 The stops are served by bus routes 53, 53a and 81, which provide services to Bolsover, Chesterfield, Mansfield, and Sheffield. The 53 runs every hour between Sheffield Centre, Sheffield Interchange, Bolsover and Mansfield. The 53a runs two hourly between Bolsover and Sheffield tram stop at Halfway, whilst the 81 is an hourly local service between Bolsover, Markham Vale and Chesterfield.

2.20 Given public transport provision accords with local policy, and also that at the recently approved adjacent Cavendish Park site, this principle should remain acceptable.

Public Transport - Rail

- 2.21 Chesterfield and Sheffield Interchange railway stations are served by the 53 which stops at the bus stops on Shuttlewood Road. Both stations are on the Midland Mainline, with regular services to London St Pancras, Doncaster, Leeds and Manchester throughout the day.

3.0 WHAT IS A TRAVEL PLAN? BENEFITS, AIMS AND OBJECTIVES

What is a Travel Plan?

3.2 A TP seeks to reduce car use and to encourage alternative sustainable transport choices. It sets aims and tangible targets (where appropriate) so that a 'real' change in travel behaviour can be achieved.

3.3 According to the 'Travel Plans, Transport Assessments and Statements (DfT, March 2014) document, a TP is:

"long-term management strategies for integrating proposals for sustainable travel into the planning process. They are based on evidence of the anticipated transport impacts of development and set measures to promote and encourage sustainable travel (such as promoting walking and cycling). They should not, however, be used as an excuse for unfairly penalising drivers and cutting provision for cars in a way that is unsustainable and could have negative impacts on the surrounding streets."
(Paragraph 003)

3.4 The document continues on and advises that the primary purpose of a TP is:

"to identify opportunities for the effective promotion and delivery of sustainable transport initiatives eg walking, cycling, public transport and tele-commuting, in connection with both proposed and existing developments and through this to thereby reduce the demand for travel by less sustainable modes. As noted above, though, they should not be used as a way of unfairly penalising drivers."
(Paragraph 005)

3.5 The overall aim of any TPS should be to influence long-term changes in travel behaviour by providing the right package of measures that promote and value sustainable transport initiatives. It is important that the measures of a TPS are site specific and tailored to the needs of existing and future users of the site in order to succeed in its aim.

Benefits of a Travel Plan

3.6 Experience shows that the benefits accruing from a TPS can be extensive. For this development, the measures set out in the TPS can potentially:

- Reduce the likelihood of any off-site or inappropriate on-site parking;
- Encourage more sustainable transport modes; and
- Promote healthy lifestyles, particularly through encouragement of more physical activity and active travel.

Aims and Objectives

3.7 The purpose of the TPS is to set out a package of measures to encourage the desired modal shift towards more sustainable forms of transport and to increase accessibility to and from the site by more sustainable travel modes. The following is a list of identified aims and objectives specific to the site which will guide the measures proposed in the TPS:

- Ensuring that all residents are aware of the TPS and widen the sustainable travel options available at the development. It is important that occupants at the site are made fully aware of the sustainable transport choices available to them so that

sustainable travel habits are encouraged. This will take place in the form of TPS promotion measures and the provision of Travel Information Packs (TIP's) outlined in **Section 4**

- Encouraging less reliance on the car, wherever practicable, particularly for single-occupancy journeys. The measures referenced in this document are intended to not only encourage and facilitate walking, cycling and public transport use but also to make better use of the car through initiatives such as a car share scheme.
- Developing the TPS over time. It is imperative to the success of the TPS that the right mechanisms are in place to monitor and manage it, so that it is effective. **Section 5** sets out a monitoring strategy.

3.8 The implementation of the TPS and the measures contained within it will be relatively flexible to allow for alterations and new measures to be introduced as and when required. The TPS should not be viewed as a finite document, but if required, a rolling programme of measures that will continue to evolve over the longer term to adapt to changing needs and mode choice of the residents.

4.0 TRAVEL PLAN MEASURES

5.1 The residential development will be well located to accommodate trips by sustainable modes via the existing walking, cycling and public transport facilities. However, in order to reduce the number of single occupancy vehicle journeys, incentives should be provided such that journeys by foot, cycle or public transport are encouraged.

5.2 This TPS has therefore identified measures to encourage such sustainable modes of travel and achieve the targets set out in this report. In time, the need to further improve some of these facilities may arise through feedback from residents. However, at this stage in the Travel Plan process, the key focus will be on reducing the need for car travel primarily through softer measures that do not require any additional improvements to the existing off-site infrastructure.

5.3 The following measures will be implemented by Dragonfly Homes.

Sales Staff

5.4 The first step towards behavioural change is for an individual to understand the benefits of the sustainable travel options which are realistic and feasible to them. The key barrier to behavioural change is often a person not being aware of the sustainable travel options available to them.

5.5 Training will be provided to all sales staff that will be responsible for meeting the prospective residents when they visit the on-site sales suite. The training will focus on ensuring all sales staff are familiar with the objectives of the TPS and are able to communicate to a prospective resident, the sustainable travel opportunities available to them, including prior to occupation.

Sales Website

5.6 Sustainable travel information will be included on the bespoke development sales website. This information will be prepared at least six months prior to first anticipated occupation and will include the majority of information to be included in the TIP's to be provided to residents upon first occupation. Further information on this is provided later in this Section.

5.7 Provision of information at this stage will ensure that any prospective residents are aware of the sustainable travel options available to them prior to purchasing and occupying their new dwelling.

Sustainable Travel Information Pack (TIP)

5.8 A TIP will be issued to new residents prior to occupation as part of the contract/purchase package.

5.9 The information will also be provided on the developer's website and will include:

- A plan showing the nearest bus stops and details of the bus and rail services available within close proximity of the site, including frequency and journey times to key destinations to promote the use of public transport;

- Key walking and cycling routes to encourage their uptake for shorter journeys;
- Details of car share scheme;
- Details of home shopping services;
- Details of the closest bike and walking accessory shops; and
- Local taxi numbers.

Promote Car Share Scheme

- 5.10 Car sharing is when two or more people share a journey by car and travel together. It allows people to take advantage of the benefits of using the car, whilst at the same time reduces the overall number of vehicle trips made, and subsequently the impact on the environment. On a personal level, car sharing allows individuals to significantly reduce the cost of travelling by car.
- 5.11 Car sharing is often arranged informally, however to assist residents that wish to make more formal arrangements to either offer or find a lift, the Derbyshire car share scheme (<https://liftshare.com/uk/journeys/from/chesterfield-derbyshire>) will be promoted. The scheme will be promoted to both prospective residents within the TIP.

5.0 TRAVEL PLAN TARGETS AND ACTION PLAN

Introduction

6.1 Given this is a Travel Plan Statement to support an Outline Planning Application, it is not proposed to set rigid modal split targets. However, it is considered appropriate to provide interim targets that can be refined and revised if necessary.

Targets

6.2 Targets are essential to ensure everyone involved in the travel plan process knows what needs to be done and to enable progress to be assessed. Targets should be SMART (see below) and can take the form of ‘aim-type’ targets and ‘action-type’ targets:

- Specific;
- Measurable;
- Achievable;
- Realistic;
- Time-bound

Action-type Targets

6.3 Action-type targets are non-quantifiable targets and take the form of actions that need to be achieved.

6.4 The action-type targets specific to this travel plan can be found in the previous section of this Travel Plan, where specific measures for delivery have been identified. The subsequent Action Plan details roles, responsibilities and timescales for delivery.

Action Plan

6.5 **Table 1** below outlines the programme for the TP development alongside key milestones.

Timescales	Action
Post application-pre-construction	Development team to undertake discussion with officers re providing appropriate sustainable travel measures
Construction stage	Implementation of physical infrastructure measures
6 months before first occupation	Preparation of the Sustainable Travel Information to go live on development website
3 months before first occupation	Preparation of the Sustainable TIP for residents.

On occupation of each residential unit/ongoing	Issue the TIP packs to all new residents
--	--

Table 1. Travel Plan Action Plan

Appendix A Derbyshire County Council Scoping Response (11th and 12th May 2020)

Kurt Hardy

From: Nick Knowles (Economy Transport and Environment)
<Nick.Knowles@derbyshire.gov.uk>
Sent: 12 May 2020 12:44
To: Anna Meer
Subject: FW: 04.23.AM.DCC.D5365PD.Land at Oxclose and Mill Lane, Bolsover Scoping Note
Attachments: RE: 05.11.AM.DCC.D5365PD.Land at Oxclose and Mill Lane, Bolsover Scoping Note

Hi Anna

In response to your enquiry below, unless there is existing recorded traffic count data for the depot site, as stated in my earlier e-mail, the LPA consider the site to have the extant use indicated in the Scoping Note. Consequently, predicted trips should be based on the existing GFA for this use, which on the basis of Table 1 of your Scoping Note suggest peak hourly trips of around a dozen movements. (NB can you clarify whether the trip rates in Table I are 'vehicle' or person please. I assume the latter).

Your previous enquiry (attached) suggested an alternative approach. The challenges of collecting representative traffic count data at this time are recognised and you may wish to evaluate the potential impacts along the lines you suggest. However, the Highway Authority would not be committed to any particular course of action based purely on the results of such an evaluation. Again as stated previously, it's considered that a precedent has been set in association with the Consented development to the north off of Oxcroft Lane for determining contributions for improvements to the local highway network and it's anticipated that similar (with some adjustment for inflation and B8 use of the depot site) would be recommended for the development proposals now being assessed.

We don't generally use ATC's to determine exit visibility sightlines as the results may be distorted by a number of factors (e.g. turning traffic, parked vehicles, temporary roadworks, convoys of vehicles behind a slow moving vehicle, severe localised weather, etc.) and usually require the results of a hand held radar survey of free flowing traffic. You may wish to contact Cathryn Alton (e-mail:-

Cathryn.Alton@derbyshire.gov.uk) who will be able to provide advice if you would like this Authority to carry out a survey. That said, due to the current pandemic measures, I don't know whether surveys are taking place at the moment. Alternatively, as Oxcroft Lane is of relatively straight alignment, you may wish to ascertain the maximum extent of visibility achievable from the proposed junction to the nearside carriageway channel in each direction and determine the 85%ile approach speeds that these are commensurate with.

I hope that the above comments are of use.

Regards
Nick

N Knowles
Highways Development Control
Economy, Transport and Communities | Derbyshire County Council
County Hall, Matlock
01629 538655
07796 33 6663



From: Anna Meer [<mailto:anna.meer@dlpconsultants.co.uk>]
Sent: 11 May 2020 13:52
To: Nick Knowles (Economy Transport and Environment) <Nick.Knowles@derbyshire.gov.uk>
Subject: RE: 04.23.AM.DCC.D5365PD.Land at Oxclose and Mill Lane, Bolsover Scoping Note

Hi Nick

Having re-read after a few more coffees (!), in relation to the existing / historic land use, given the site is primarily not in use at present, we can revert to the 2007 imagery to gauge an idea of extant activity?

As you say, there have been no change of use planning applications for this site since 2007, so theoretically, the activity levels observed in 2007 can resume tomorrow.

Kind Regards

Anna

Anna Meer BA (Hons) CMILT

Associate Director

Sustainable Development and Delivery Team

Ground Floor

V1 - Velocity

Tenter Street

Sheffield

S1 4BY

T: 0114 228 9190

M: 07825189462

Email: anna.meer@dlpconsultants.co.uk



www.dlpconsultants.co.uk

DLP Planning Limited is a limited company registered in England and Wales. Registered number: 2604863, Registered office: 4 Abbey Court, Priory Business Park, Bedford MK44 3WH and is part of DLP (Consulting Group) Limited. Registered number: 3161011.

Please note that the DLP (Consulting Group) Limited and its operating companies may monitor email traffic data and also the content of emails for the purposes of security. This email is confidential and may contain privileged information. It is intended only for use of the intended recipient. If you received it by mistake, please notify the author by replying to this email or telephone (01234 832 740). If you are not the intended recipient, you must not print, copy, amend, distribute or disclose it to anyone else or rely on the contents of this email, and you should DELETE it from your system. We make every effort to keep our network free from viruses, but you should check this email and any attachments for viruses, as we can take no responsibility for any virus which may be transferred by this email. Thank you.

Please be aware that there is significant risk, due to the increasing use of cyber fraud by criminals, affecting email accounts and specifically bank account details. Please note that our Company's bank account details will never change via email. Please be extra vigilant and recheck our bank account details with the person responsible for your matter before sending funds to us if you are in any doubt whatsoever. We will not accept any responsibility if you transfer money to an incorrect bank account.

Save Paper - Do you really need to print this e-mail?

Try not to leave old messages attached unless they are relevant

From: Nick Knowles (Economy Transport and Environment) <Nick.Knowles@derbyshire.gov.uk>

Sent: 11 May 2020 08:40

To: Anna Meer <anna.meer@dlpconsultants.co.uk>

Subject: FW: 04.23.AM.DCC.D5365PD.Land at Oxclose and Mill Lane, Bolsover Scoping Note

Morning Anna

I refer to your enquiry below and can comment as follows:-

I have been in contact with the Local Planning Authority and been unable to locate any details concerning the key point of historical use of the site. I'm informed that the LPA consider extant use to be B8 therefore predicted development trips are likely to be significantly greater than those that may be generated by the extant use of the former depot site and, obviously, the agricultural parcel of land. As you may be aware, the Bolsover Local Plan was adopted March 2020. As part of the local plan development process, Derbyshire County Council worked with the Local Planning Authority to develop its evidence base. This work included

the commissioning jointly of a transport study of Bolsover, sight of which, EB40 & EB41 can be provided via the following link.

<https://www.bolsover.gov.uk/index.php/local-plan-examination>

The Bolsover Transport Study considered a number of preferred sites and provided assessment of the cumulative impacts of development likely to come forward through the (now adopted) Local Plan. Any transportation assessment supporting development of sites in Bolsover would therefore need to be considered in the context of the Bolsover Transport Study. However, it is likely that the Highway Authority would be recommending to the Local Planning Authority that financial contributions for improvements to the local highway network in line with those already secured under a number of S106 Agreements for Consented development be sought. (for information, a sum of £200,000 was secured under the S106 Agreement of 2016 for a development of up to 149no. dwellings on land to the north of this site on Oxcroft Lane). As you suggest, undertaking meaningful traffic counts any time soon is highly unlikely to be possible anyway.

It would appear that there is adequate site frontage available at each site to enable creation of new junctions meeting current design criteria although I would expect exit visibility sightlines on Oxcroft Lane to be based on recorded 85%ile vehicle approach speeds.

Proposed off-street parking levels and demonstration of suitability for use of the proposed layouts for use by a Large refuse vehicle of 11.6m length are acceptable.

I note the proposed remainder of the Scope and would recommend that provision for pedestrians between the sites and bus routes on Shuttlewood Road is specifically addressed.

A Travel Plan will also need to be prepared in support of the development proposals.

I hope that the above comments enable you to further your project.

Regards

Nick

From: Anna Meer [<mailto:anna.meer@dlpconsultants.co.uk>]

Sent: 23 April 2020 12:26

To: HDC@Derbyshire.gov.uk; Graham Hill (Economy Transport and Environment) <Graham.Hill@derbyshire.gov.uk>; Geoff Blissett (Economy Transport and Environment) <Geoff.Blissett@derbyshire.gov.uk>; Nick Knowles (Economy Transport and Environment) <Nick.Knowles@derbyshire.gov.uk>

Cc: Kurt Hardy <Kurt.Hardy@dlpconsultants.co.uk>; Sheffield Filing <sheffieldfiling@dlpconsultants.co.uk>

Subject: 04.23.AM.DCC.D5365PD.Land at Oxclose and Mill Lane, Bolsover Scoping Note

All

Firstly apologies for the scattergun approach to issuing this, but wasn't sure who to direct it to. We have recently been appointed by our client to provide highways and transportation advice in support of a forthcoming outline planning application for circa 150 dwellings at the above site in Bolsover, Chesterfield. Prior to commencing with the Transport Assessment, we are seeking your comments on the attached Highways Scoping Note, which sets out the key principles and methodologies that we would seek to adopt within the Transport Assessment.

A key point is that based upon the historic land use, we do not envisage any significant net increase / material impact on the surrounding highway network. In this instance, we have demonstrated that off-site capacity assessments should not be required.

Any feedback or comments you may have will aid to ensure we don't undertake abortive works, and hopefully identify any issues you have at this stage regarding our proposed approach. Obviously a key issue at present is the impact of COVID-19 on traffic count surveys. However as demonstrated in the scoping note, we are confident that these should not be required in this instance.

I look forward to your response, however in the meantime if there are any queries you may have – please don't hesitate to contact me directly.

Kind Regards

Anna

Anna Meer BA (Hons) CMILT

Associate Director

Sustainable Development and Delivery Team



Action Grants – apply now for cash for community activities. Find out more on our [website](#).

Think before you print! Save energy and paper. Do you really need to print this email?

Derbyshire County Council works to improve the lives of local people by delivering high quality services. You can find out more about us by visiting www.derbyshire.gov.uk.

If you want to work for us go to our job pages on www.derbyshire.gov.uk/jobs. You can register for e-mail alerts, download job packs and apply on-line.

Please Note

This email is confidential, may be legally privileged and may contain personal views that are not the views of Derbyshire County Council. It is intended solely for the addressee. If this email was sent to you in error please notify us by replying to the email. Once you have done this please delete the email and do not disclose, copy, distribute, or rely on it.

Under the Data Protection Act 2018 and the Freedom of Information Act 2000 the contents of this email may be disclosed.

Any personal information you have given us will be processed in accordance with our privacy notices, available at www.derbyshire.gov.uk/privacynotices.

Derbyshire County Council reserves the right to monitor both sent and received emails.

D5363-1PD Bolsover
Residential Travel Plan Statement
Dragonfly Homes
April 2021



Appendix B Site Masterplan



GENERAL NOTES

Not for construction. Please check dimensions on site. All topographical information by others. Exact site boundaries and lease agreements TBC by clients solicitor with reference to title deeds.

Demolition works subject to S.Eng appraisal. Refer to recommendations in asbestos register and refer to current asbestos reports. Specialist asbestos removal contractor to be used prior to demolition works.

All layouts as illustrated are subject to designs and surveys by others.

LEGEND

Refer to house type plans for info

- Type 1 - 2B4P
- Type 2 - 2B4P
- Type 3/3A - 3B5P
- Type 4 - 4B7P
- Type 5/5A - 2B3P
- Type 6 - 3B6P tbc

MILL LANE - UNIT SCHEDULE

- 00 no. 2Bed Type 1
- 03 no. 2Bed Type 2
- 05 no. 3Bed Type 3
- 02 no. 3Bed Type 3A
- 03 no. 4Bed Type 4
- 03 no. 2Bed Type 5
- 06 no. 2Bed Type 5A
- 10 no. 3Bed Type 6

TOTAL UNITS - 32
TOTAL BEDS - 87

Legal Info

1. RDVA Consultant Architects. Drawing not for construction. Do not scale from this drawing in other paper or digital form. Line written dimensions only. All dimensions are given in millimetres unless otherwise stated.
2. All survey information by others. Check all dimensions on site. Site boundaries to be confirmed by client solicitors with reference to title deeds.
3. This drawing is intended for use by the commissioning client only. RDVA do not assume any liability to any third party for the information herein.

REVISIONS

WORK IN PROGRESS

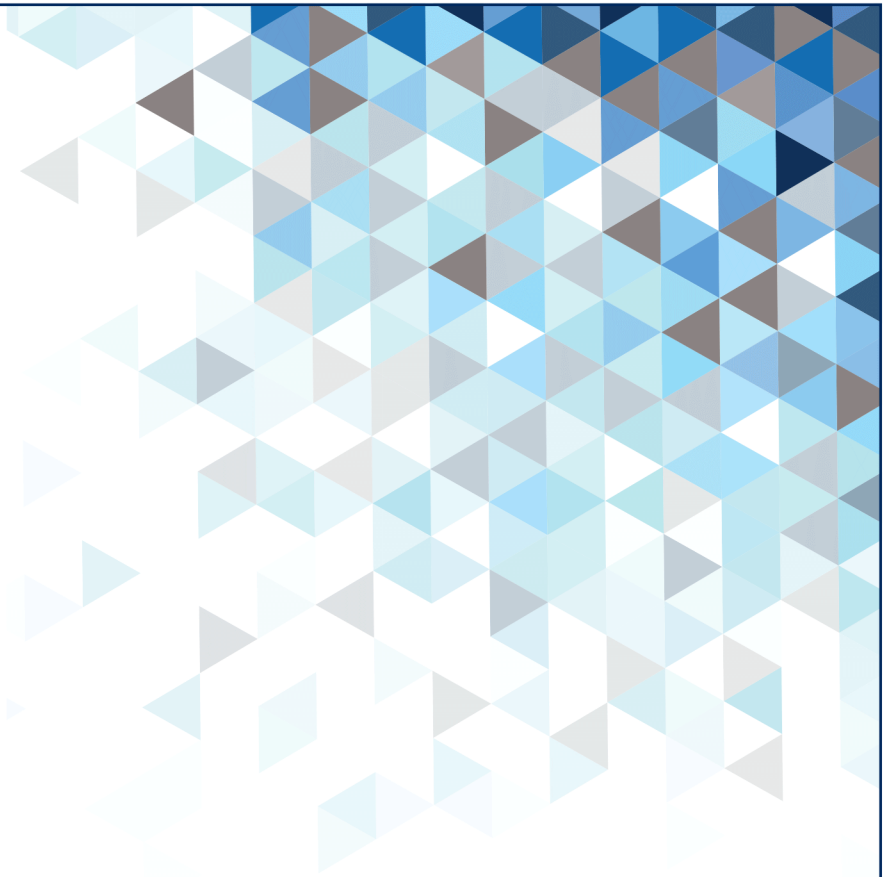
JOB TITLE			
Fountain Gardens Mill Lane Bolsover			
DWG TITLE			
Proposed Site Layout Plan			
DATE	BY	CHECKED BY	A2
31/03/21	JSB	CJG	
DWG NO.	REV.	STATUS	
2747(08)G01	D	Preliminary	

RaynerDaviesArchitects

Nottingham | Kent

2 St. Peter's Gate
Nottingham
NG1 2JG

01159473859
www.rd-architects.co.uk



BEDFORD

Planning / SDD / SPRU

bedford@dlpconsultants.co.uk

BRISTOL

Planning / SDD / SPRU

bristol@dlpconsultants.co.uk

EAST MIDLANDS

Planning/ SDD

nottingham@dlpconsultants.co.uk

LEEDS

Planning

leeds@dlpconsultants.co.uk

LONDON

Planning

london@dlpconsultants.co.uk

MILTON KEYNES

Planning

miltonkeynes@dlpconsultants.co.uk

RUGBY

Planning

rugby.enquiries@dlpconsultants.co.uk

SHEFFIELD

Planning/ SDD / SPRU

sheffield@dlpconsultants.co.uk

