



For and on behalf of
Dragonfly Homes

Transport Assessment

Mill Lane, Bolsover

Prepared by
**Sustainable Development and Delivery
DLP Planning Ltd
Sheffield**

April 2021



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1.0 INTRODUCTION

- 1.1 This Transport Assessment (TA) has been prepared by DLP Planning's Sustainable Development and Delivery Team (SDD) on behalf of Dragonfly Homes, to inform an outline planning application for a residential development on land at Mill Lane in Bolsover, Chesterfield. An Outline Travel Plan has been prepared for the proposed development, which should be read in conjunction with this TA.
- 1.2 This TA follows a Scoping Note (SN) report, which sought to agree the key methodologies and principles to be adopted at part of the TA. Whilst the Scoping Note assessed a much larger scheme (across two parcels of land), the revised scheme has been prepared which reduces dwelling numbers to 32 units (see **Appendix A**).
- 1.3 The SN (report contained at **Appendix B**) was submitted to the Local Highway Authority (LHA), Derbyshire County Council, by email on 23rd April 2020. The SN identified peak hour traffic generation associated with the proposed development in its entirety (i.e across two parcels of land), and a suitable access strategy, recommending that it would allow for a priority-controlled junction at Mill Lane, unless advised otherwise.
- 1.4 Initial comments were received from the LHA on 11th May 2020 in relation to the SN. Within the response, the LHA advised the following key points, noting that the full response in contained at **Appendix C**.

"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."

"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.”

- 1.5 Further correspondence was received from DCC on 12th May 2020 (full correspondence contained at **Appendix C**) which confirmed that:

“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.”

- 1.6 In light of the above, whilst the comments relate to two parcels of land being developed, the following TA has been prepared based upon the above comments where applicable. Table 1 of the SN has been utilised to represent the existing sites traffic generation and would be offset against the proposed development traffic to determine the net increase of traffic movements. The resulting net change in trips would then be assessed as to whether the proposed development would result in a detrimental off-site impact.
- 1.7 To inform the SN, and subsequently this Transport Assessment, a site visit was undertaken on Friday 17th April 2020 between 1400 and 1530 hours to review the site and the local highway network.
- 1.8 This Transport Assessment report is structured as follows, and has been provided in accordance with current Planning Practice Guidance [PPG] document ‘Travel Plans, Transport Assessments and Statements in decision-taking’ (updated March 2014), which provides general advice on the scope of Transport Assessments:
- Section 2 provides a review of relevant local and national planning policy and design guidance.
 - Section 3 outlines the existing conditions in terms of the local highway network, committed developments and road safety record as well as a detailed review of existing pedestrian, cycle and public transport infrastructure.
 - Section 4 outlines the development proposals, proposed site access arrangement and considers internal highway considerations such as parking and servicing, as well as traffic generation and off-site impact.
 - Section 5 discusses opportunities for residents of the new development to travel by sustainable modes.
 - Section 6 sets out a summary of the TA and draws conclusions on the findings.

2.0 POLICY CONTEXT

2.1 This section reviews all national and local transport and planning policies which are relevant to the proposed development. The suitability of the proposed development is considered with regards to the applicable policies.

National Planning Policy Framework (NPPF – February 2019)

2.2 The NPPF places heavy emphasis on the importance of sustainability, where Paragraph 103 sets out that:

“The planning system should actively manage patterns of growth in support of these objectives. 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. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.”

2.3 Paragraph 108 goes on to set out key criteria that development sites should establish. It states:

“In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:
a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
b) safe and suitable access to the site can be achieved for all users; and
c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.”

2.4 Paragraph 109 of the NPPF states:

“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”

2.5 Based on the above guidance, developments should only be refused where the residual cumulative transport impacts can be defined as ‘severe’, or if the traffic increases would cause an unacceptable impact on highway safety.

2.6 Paragraph 110 of the NPPF goes on to set out a list of preferred criteria for applications for development. It recommends that priority is given to pedestrian and cycle movements and minimising the scope for conflict between pedestrians, cyclists and vehicles.

2.7 Paragraph 111 provides a summary of the above policies and outlines the level of detail that should be provided as part of any application, in relation to highways and transportation. It sets out the following requirements:

“All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the

proposal can be assessed.”

- 2.8 In respect of planning obligations, Paragraph 56 states how contributions should only be sought where they meet all of the following tests:

*“a) necessary to make the development acceptable in planning terms;
b) directly related to the development; and
c) fairly and reasonably related in scale and kind to the development.”*

- 2.9 The NPPF is supported by a range of associated Planning Practice Guidance (PPG) documentation. This includes advice on ‘Transport evidence bases in plan making and decision taking’ (updated March 2015), which provides guidance to assist local planning authorities assess strategic transport needs and identify suitable mitigation within Local Plans. The PPG documentation also includes ‘Travel Plans, transport assessments and statements in decision-taking’ (updated March 2014). This document provides general advice on the scope of Transport Assessments and where they might be required, taking into account Paragraph 111 of the NPPF, although it does not include any specific prescriptive guidance for assessments (see below for further details).

Bolsover District Council Local Plan (adopted March 2020)

- 2.10 The Bolsover District Council Local Plan was adopted on 4th March 2020. The vision of the Local Plan states that “the need to travel will be reduced through the spatial strategy of focussing development on the more sustainable settlements”. Page 29 of the Local Plan sets out a list of objectives to achieve its vision. Specifically, ‘Objective H: Sustainable Transport’ states:

*“To reduce the need to travel by car and reduce out-commuting through
a) Directing growth towards the most sustainable settlements
b) Providing more employment in the District
c) Working with others to improve public transport (bus and rail) services in the District
d) Encouraging provision for walking and cycling to help develop walkable settlements”*

- 2.11 Chapter 4 of the Local Plan document sets out the ‘Spatial Strategy’, where Policy SS1 of the Local Plan relates to ‘Sustainable Development’, and states that development proposals should (where applicable to highways and transport):

*“a) Support the local economy by providing employment opportunities suitable for local people, contributing towards business expansion and growth in key sectors, and providing for lifelong learning and skills development
b) Promote the efficient use of land and the re-use of previously developed land in sustainable locations
c) Locate development in close proximity to trip generators with the aim of reducing the need to travel by non-sustainable modes of transport
d) Reduce the need for energy in new development and ensure that it can use energy efficiently through the life time of the development, promoting high standards of low carbon and energy efficient design and renewable energy production where possible and appropriate
k) Support the provision of essential public services and infrastructure”*

- 2.12 In light of the above, it is apparent that the Local Plan document adopted a focus towards the promotion of travel by sustainable modes. This TA will assess opportunities for new residents to travel by non-car modes, and to take up opportunities to travel further afield using the good public transport network.

Design Guidance

- 2.13 With respect to highway layout design, this report adopts the local requirements contained within the 'Delivering Streets and Places' (2017) and part of the 6Cs Design Guide (2013) documents. It also considers current best practice national advice contained in the document 'Manual for Streets' (DfT, 2007) and its companion document 'Manual for Streets 2 – Wider Application of the Principles' (CIHT, 2010).

3.0 EXISTING CONDITIONS

Site Location

- 3.1 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 plan in context to the local surroundings.

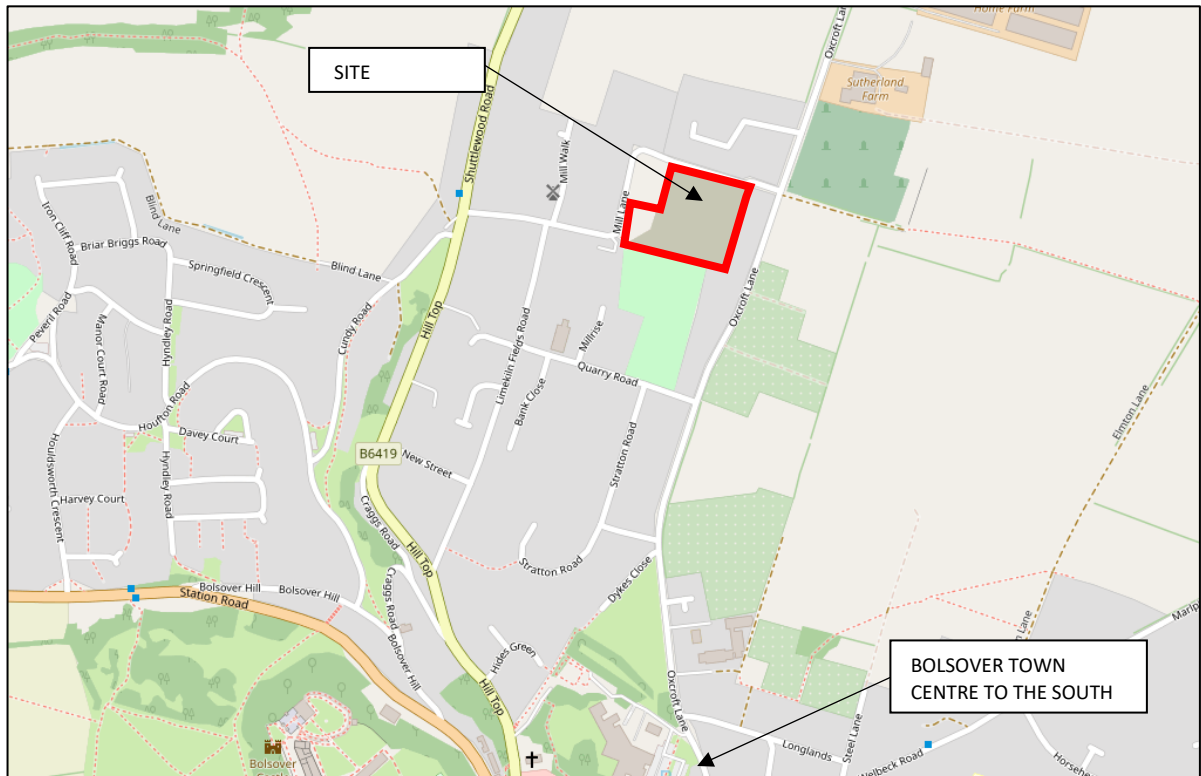


Figure 1. Site Location

- 3.2 The site has two large existing bellmouth accesses, which lie opposite the recently constructed Jones Homes 'Cavendish Park' site to the north of Mill Lane.

Local Highway Network

Mill Lane

- 3.3 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.
- 3.4 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 operation at 4 metres wide bound by properties

at both edges. On-site observations noted that although no formal signage was present at the narrowing section of the carriageway, vehicles informally gave way to oncoming traffic (see **Figure 2**).



Figure 2. On-site Observations at Narrowing on Mill Lane

3.5 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 terminate approximately 30 metres before the junction due to properties fronting the carriageway.

Oxcroft Lane

3.6 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 3. On-site Observations of Oxcroft Lane

3.7 To the south Oxcroft Lane provides access to Bolsover Town Centre which is located 1.1

kilometres metres to the south of the Oxcroft Lane site, whilst to the north it provides access to the villages of Stanfree and Clowne.

Shuttlewood Road

- 3.8 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.
- 3.9 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

- 3.10 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.
- 3.11 Given Bolsover Town Centre is located 1.1 kilometres from the site, **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.

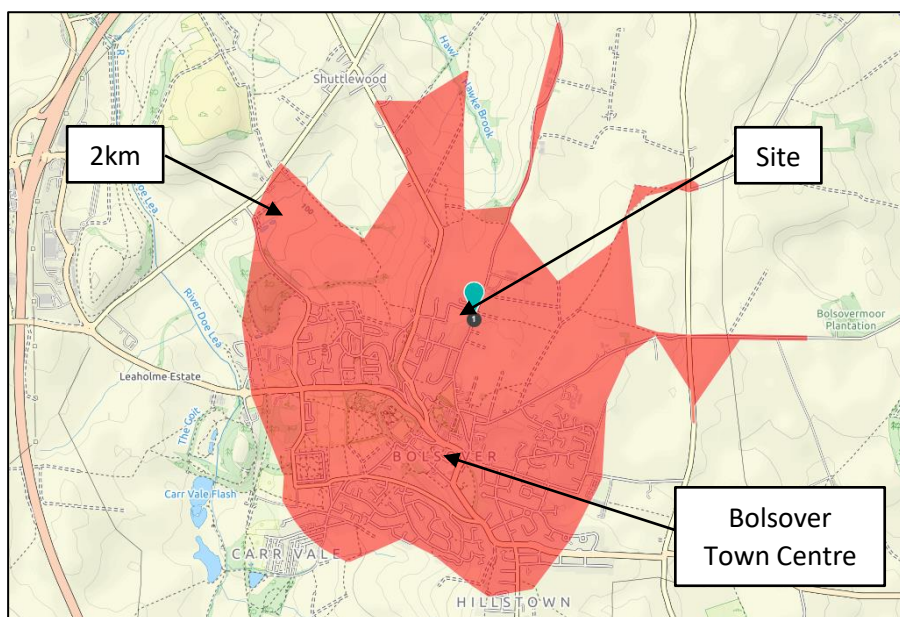


Figure 4. Pedestrian Isochrone (2 kilometres)

3.12 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**.

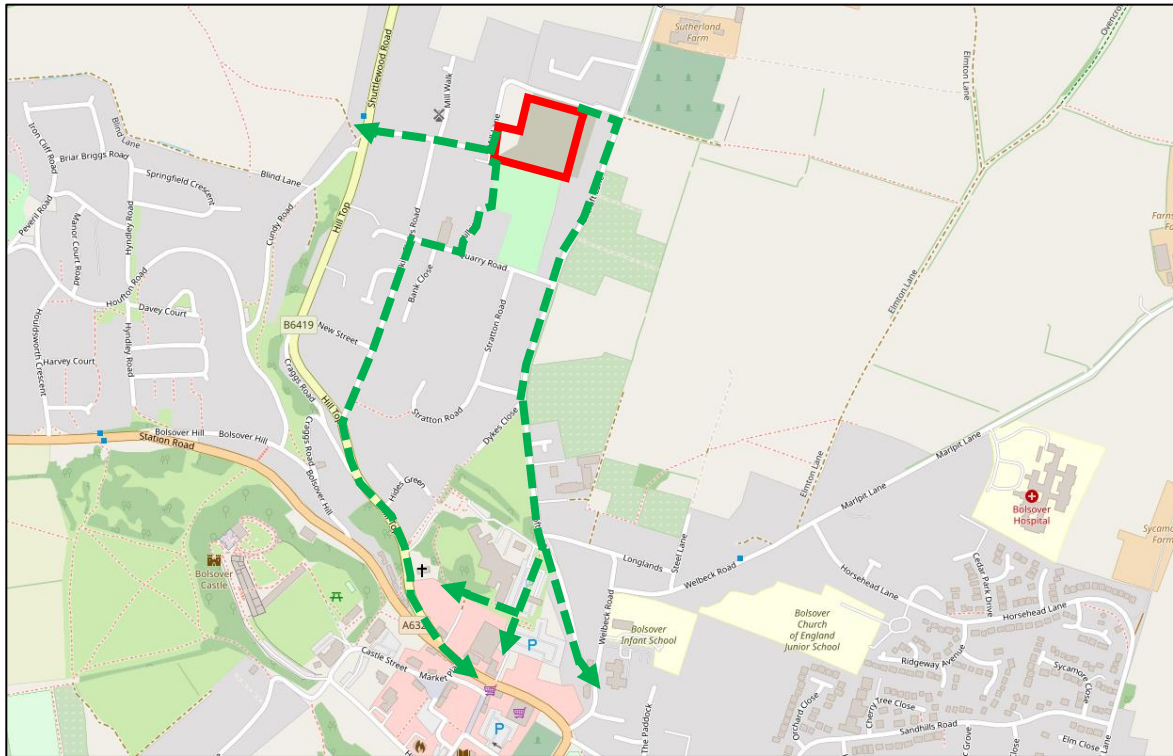


Figure 5. Pedestrian Routes

Cycle Travel

3.13 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.”

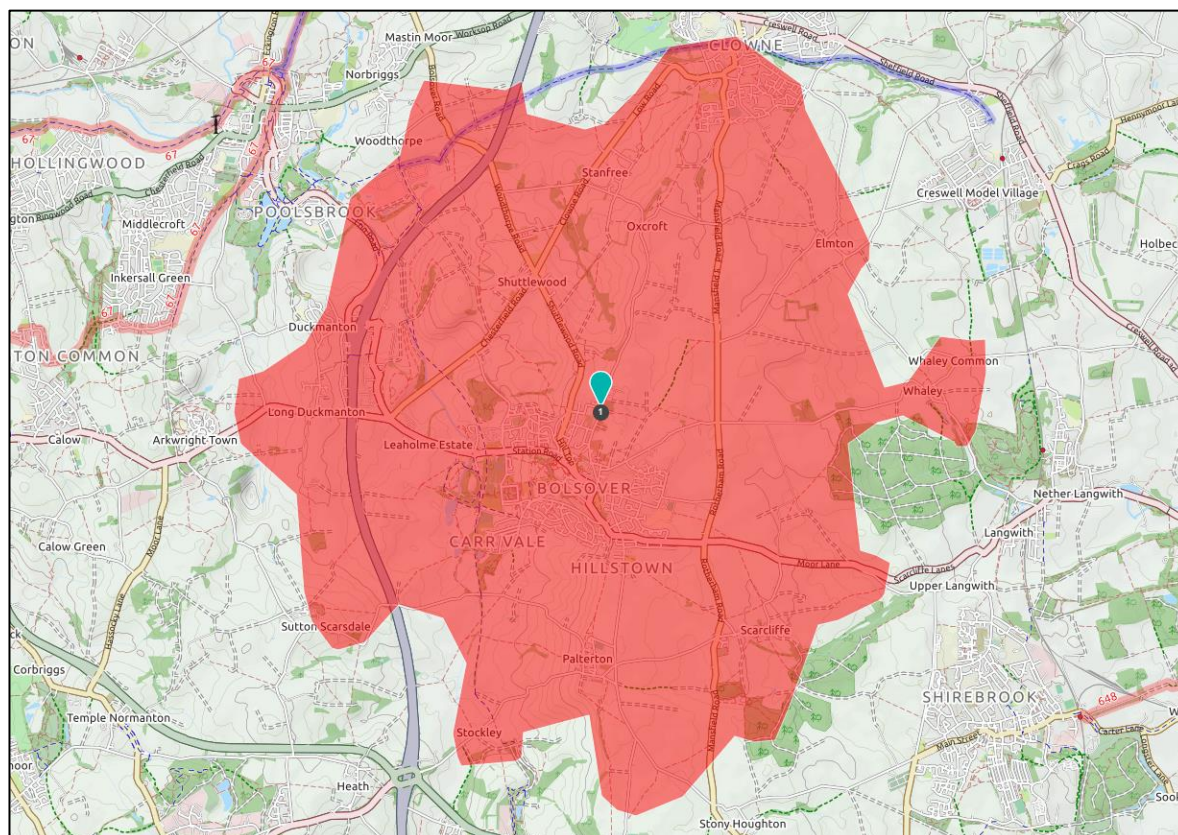


Figure 6. Cyclist Isochrone (5 kilometres)

- 3.14 **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.
- 3.15 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.

Bus Travel

- 3.16 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.

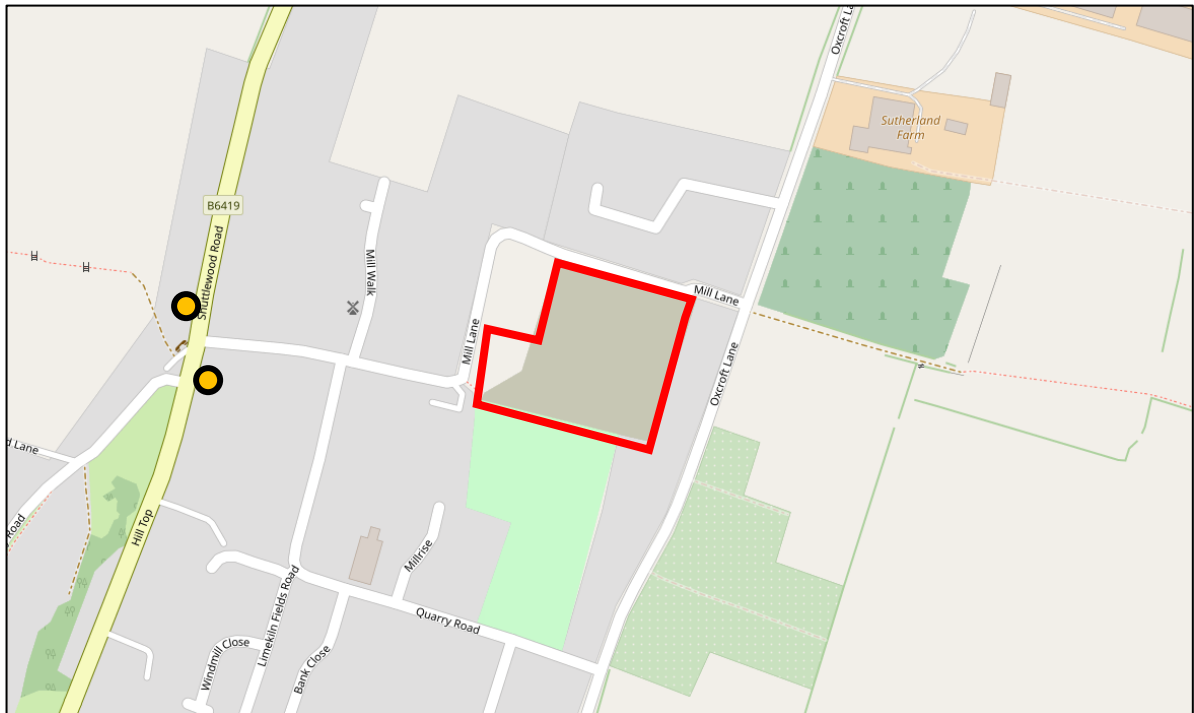


Figure 7. Local Bus Stops

3.17 **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**, and 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.

Figure 8. Northbound and Southbound Bus Stops



3.18 Given public transport provision is within the recommended walking distance, and also accords with that at the recently approved adjacent Cavendish Park site, this principle should remain acceptable.

Rail Travel

- 3.19 Chesterfield and Sheffield Interchange railway stations are served by the Number 53 service 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.

Personal Injury Accident Data

- 3.20 The Planning Practice Guidance [PPG] includes the online document 'Travel Plans, Transport Assessments and Statements in decision-taking' (updated March 2014), which provides general advice on the scope of Transport Assessments. This document states that consideration should be given to:

“an analysis of the injury accident records on the public highway in the vicinity of the site access for the most recent 3-year period, or 5-year period if the proposed site has been identified as within a high accident area.”

- 3.21 Within the scoping response from the LHA there was no issue raised in relation to the above approach and therefore this is deemed to be accepted.
- 3.22 In light of the above information, an assessment of Personal Injury Accident (PIA) records for the local area (based upon a robust and thorough 5-year assessment) has been undertaken to identify any existing highway safety issues that could be exacerbated by any increase in movements associated with the proposed development. The study area is shown in **Figure 9** below.

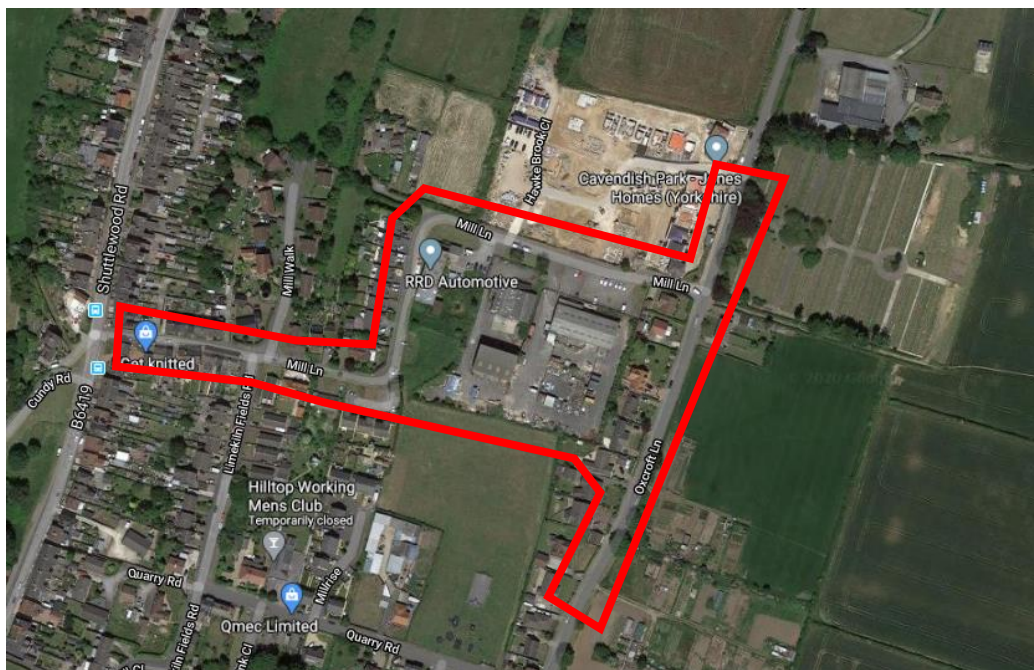


Figure 9. Personal Injury Accident Details

- 3.23 As a result, PIA records were obtained from Derbyshire Constabulary for the most recently available 5-year period. During this period, it was confirmed by Derbyshire Constabulary that

there have been no recorded incidents (see **Appendix D** for correspondence confirmation). This demonstrates that there are no pre-existing safety issues in the vicinity of the site that could be exacerbated by the proposed development, and hence no further assessment is deemed to be required.

4.0 PROPOSED DEVELOPMENT

Development Composition

- 4.1 The proposed development is to comprise 32 residential dwellings and an indicative site masterplan is contained at **Appendix A**.
- 4.2 At this stage, the estimated development mix is to comprises the following, however, is subject to a final design layout:

- 12 x 2 bed house
- 17 x 3 bed house
- 3 x 4 bed house
- **32 x Total**

Site Access

- 4.3 As outlined within the SN, a new priority-controlled T-junction would be provided at Mill Lane to serve the proposed development. The scoping response from the LHA (see **Appendix C**) acknowledged that *“there is adequate site frontage available at each site to enable creation of new junctions meeting current design criteria”*.
- 4.4 **Drawing Number D5363-1PD-001** shows how a new access serving the Mill Lane site would be provided towards the western boundary of its site frontage at Mill Lane. This would comprise a 5.5 metres wide carriageway to tie into Mill Lane with 8 metres kerb radii and bound by a 2 metres wide footway at both edges. In accordance with DCC’s adopted design guidance, this access is suitable to accommodate up to 400 dwellings. Furthermore, in accordance with the 30mph sign posted speed limit, visibility splays measuring 43 metres in both directions could be achieved from a 2.4 metres setback distance, taken one metre into the carriageway edge. It should be noted that maximum achievable splays of 68 metres to the west and 80 metres to the east which is commensurate with approach speeds of 36 to 40mph.
- 4.5 It is acknowledged that there are several existing industrial access points located along the northern edge of Mill Lane to serve the site. As part of the proposals, **Drawing Number D5363-1PD-001** confirms how these would be stopped up with a continuous 2 metres wide footway to be provided connecting the site with the existing infrastructure.

Parking and Servicing Requirements

- 4.6 In accordance with Appendix 8.2 of Bolsover District Council’s Local Plan document (adopted March 2020), a residential development should adopt the following minimum parking requirements per dwelling (see **Table 1**).

| Bedrooms | Curtilage Parking | Visitor Parking |
|-----------|-------------------|-----------------|
| 1 bed | 1 | 0.5 |
| 2 / 3 bed | 2 | 0 |
| 4+ | 3 | 0 |

Table 1. Parking Standards

4.7 The masterplan should adhere to the above parking standards. It should be noted that where garages are provided, they would need to conform to the preferred internal dimensions contained at Table 8.13 of the Delivering Streets and Places (2017) document to count towards the above parking requirements.

4.8 In terms of refuse collections, the site layout should be designed in accordance with the following principles:

- Refuse collection vehicles should be able to park at the kerbside adjacent to all dwellings or collection points.
- Refuse bins should be either left at the kerbside or at an agreed collection point immediately adjacent to the roadside, with suitable measures in place to ensure that they do not obstruct the footway on collection days.
- Refuse workers should not have to walk further than 25 metres from their vehicle to collect bins, as required by MfS.
- Bin collection points should also be located within 30 metres walking distance for residents of the dwellings they serve, in line with the recommendations contained in MfS.
- Turning areas should be included where required, which should be tested using swept paths of typical vehicles at the detailed design stage.

4.9 In order to ensure that the site access arrangement would be safe and suitable, a refuse vehicle swept path analysis has been undertaken of DCC's 11.6 metres vehicles and is presented in **Drawing Number D5363-1PD-002**. This illustrates that the 11.6 metres vehicle (details confirmed by the LHA) could satisfactorily manoeuvre at the site access.

4.10 As part of the future Reserved Matters application, a swept path analysis of the internal layout would be undertaken to ensure service and refuse collection vehicles can manoeuvre satisfactorily.

Trip Generation

4.11 As described within the SN, a TRICS and first principles assessment was undertaken in order to identify suitable traffic generation figures for the existing use, whilst the trip rates taken from the Jones Homes site (Planning Application 17/0031/FUL) were utilised for the proposed development. As advised by the LHA within the Scoping Response (see **Appendix C**), the net change between Table 1 (existing use using TRICS database) and Table 5 (proposed use using Jones Homes trip rates) of the SN would be adopted to determine the

potential impact of the proposed development. The revised proposed development traffic generation for 32 dwellings is shown below at **Table 2**.

| Time Period | Arrivals | Departures | Two-Way |
|---------------------------------------|----------|------------|---------|
| 08:00 – 09:00 Vehicle Trip Generation | 4 | 10 | 14 |
| 17:00 – 18:00 Vehicle Trip Generation | 9 | 4 | 13 |

Table 2. Proposed Development Trip Generation (based on 32 dwellings)

4.12 In light of the above, this TA adopts the agreed approach with the LHA, and results in the following net change peak hour movements (see **Table 3**):

| Time Period | Arrivals | Departures | Two-Way |
|---------------------------------------|----------|------------|---------|
| 08:00 – 09:00 Vehicle Trip Generation | -6 | +8 | +2 |
| 17:00 – 18:00 Vehicle Trip Generation | +7 | -5 | +2 |

Table 3. Net Change Vehicle Trip Generation (based on 32 dwellings)

4.13 This confirms that the net change in traffic movements would result in an increase of 2 two-way movements in both the morning and evening peaks. Given this approach has been agreed with the LHA, it is deemed to be accepted.

Off-site Impact

4.14 Current national policy contained within the NPPF no longer provides a numerical value for determining where significant impact could occur and instead states in Paragraph 109 that:

“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”

4.15 Predating the above policy was the now archived ‘Guidance on Transport Assessment’ (DfT, March 2007) document, which advised that developments may have a significant highway impact where increases of 30 or more two-way vehicle movements occur during peak hours. It goes on to state that *“whilst there is no suggestion that 30 two-way peak hour vehicle trips, would, in themselves, cause a detrimental impact, it is a useful point of reference from which to commence discussions”*. Given the net change of traffic movements would result in an increase of 2 two-way movements during the peak period (1 vehicle every 30 minutes), it is considered that the proposed development would not trigger a severe impact in accordance with local and national policy and guidance.

4.16 In light of the above, given the additional traffic generated by the site is not deemed to materially impact upon how the surrounding highway network is currently operating, no further assessment is deemed to be required.

5.0 FUTURE OPPORTUNITIES FOR SUSTAINABLE TRAVEL

5.1 The key emphasis of the NPPF is on the need for all new developments to be sustainable. Part of this requirement for sustainability means providing good opportunities for travel to and from sites by non-car modes, as set out in Paragraphs 102, 103, 108 and 110 of the NPPF in particular.

Modal Split

5.2 Within the SN, a daily person trip generation calculation based on the Census 2011 'Method of Travel to Work' dataset (for the Bolsover 004 Middle Super Output Area) was identified. Given the scoping response raised no concerns with the methodology, this has therefore been adopted within the TA. **Table 4** confirms the method percentage split for the area:

| Mode of Travel | % Split |
|--------------------------------------|---------|
| Underground, Metro, Light Rail, Tram | 0.1 |
| Train | 0.8 |
| Bus, Minibus or Coach | 7.8 |
| Taxi | 0.6 |
| Motorcycle, Scooter or Moped | 1.0 |
| Driving a Car or Van | 74.0 |
| Passenger in a Car or Van | 7.8 |
| Bicycle | 0.5 |
| On Foot | 7.1 |
| Other | 0.3 |

Table 4. Modal Split

5.3 The above percentage split was then applied to the traffic generation calculated for the 32 residential dwellings (contained at **Table 2**), resulting in the proposed development likely to generate the following peak hour person trips shown at **Table 5** below:

| Mode of Travel | Peak Hour Trips |
|--------------------------------------|-----------------|
| Underground, Metro, Light Rail, Tram | 0 |
| Train | 0 |
| Bus, Minibus or Coach | 2 |
| Taxi | 0 |
| Motorcycle, Scooter or Moped | 0 |
| Driving a Car or Van | 14 |
| Passenger in a Car or Van | 2 |

| | |
|---------|---|
| Bicycle | 0 |
| On Foot | 1 |
| Other | 0 |

Table 5. Proposed Person Trips

Pedestrian Travel

- 5.4 The above calculations show that the proposed development could result in a peak hour increase of 1 pedestrian trip. It is anticipated that the majority of pedestrian trips would be to and from Bolsover Town Centre to the south.
- 5.5 The site masterplan (contained at **Appendix A**) confirms that there would be a comprehensive network of 2 metres wide footways within the site that would connect into the existing infrastructure along Mill Lane as well as the public footpath which runs south of the site across the King George's Field.
- 5.6 Furthermore, as discussed in **Section 2**, on-site observations show that the site is well connected to the surrounding facilities by a network of footways and crossings at key locations. Continuous footways extend from the site towards Bolsover Town Centre to the south.
- 5.7 The PIA data shown in **Section 2** highlights that for the latest five-year period does not indicate any existing road safety issues with regard to pedestrians in the immediate vicinity of the site. As such it is considered that the local pedestrian infrastructure (including proposed improvements) should therefore be suitable to safely accommodate the additional pedestrian movements associated with the development.

Cycle Travel

- 5.8 The person trip calculations show that the proposed development could generate no peak hourly cyclist movements associated with the site. However, given the site would be promoting accessibility within a Travel Plan, a review of cyclist accessibility has been undertaken.
- 5.9 As mentioned previously, the local highway network in the vicinity of the site is suitable to accommodate these moderate increases, given the width of the carriageways, the relatively flat topography, and local infrastructure. This is confirmed at Paragraph 6.4 of MfS which states that "*cyclists should generally be accommodated on the carriageway*".
- 5.10 The PIA study in **Section 2** of this report also showed that there are no existing highway safety problems with regard to cyclists. Therefore, it is considered that the local highway network should comfortably accommodate any increase in cyclist movements associated with the development.

Public Transport Travel

- 5.11 In terms of bus journeys, the above calculations demonstrate that the proposed development

could result in an increase of 2 hourly bus passenger trips. It is anticipated that this level of additional demand could be accommodated by the regular existing bus service (Routes 53, 53a and 81. These can be accessed via the stops located west of the site at Shuttlewood Road, approximately 210 metres walking distance from the Mill Lane site.

5.12 **Section 2** has also highlighted that there are no existing road safety problems relating to buses in the vicinity of the proposed site access. It is therefore considered that the existing public transport facilities are appropriate and convenient to serve residents of the new development.

Travel Plan

5.13 In accordance with paragraph 111 of the revised NPPF, an Outline Travel Plan has also been prepared to support the proposed development. Having due regard to the comments raised by the LHA within their scoping response, the Travel Plan encourages occupants of the site to take advantage of the surrounding sustainable travel opportunities and provides them with information on schemes and initiatives, in order to minimise any demand for car travel and corresponding impact within the surrounding highway network.

5.14 The Outline Travel Plan for the proposed development includes measures such as the following:

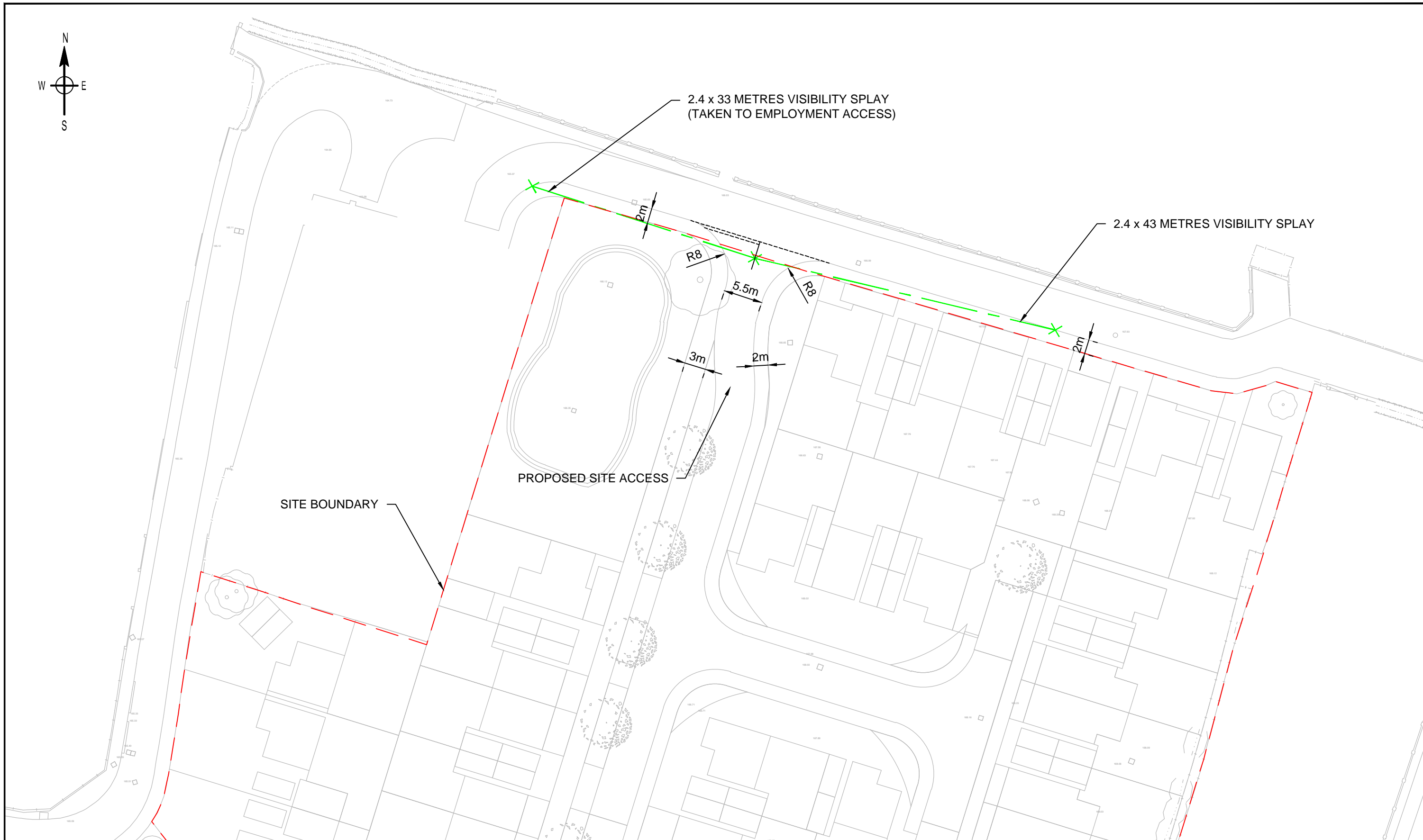
- Travel Plan Welcome Packs for new occupants.
- Provision of a Travel Plan page on the development sales and marketing website.
- Confirmation and details of the Travel Plan Coordinator appointed for the development
- Training for sales representatives.
- Walking to School Club.
- Car sharing initiatives.
- Cycling club.

5.15 Hence, new residents will be provided with information relating to a variety of sustainable transport modes, and where possible opportunities to incentivise and improve sustainable travel will be implemented from initial occupation of the site.

6.0 SUMMARY AND CONCLUSIONS

- 6.1 This Transport Assessment (TA) has been prepared by DLP Planning's Sustainable Development and Delivery Team on behalf of Dragonfly Homes, to inform a planning application for development of circa 32 dwellings on land off Mill Lane in Bolsover, Chesterfield. SDD have also prepared an Outline Travel Plan for the proposed development, which should be read in conjunction with this TA.
- 6.2 The TA follows a Scoping Note (SN) that was produced in respect of the proposals (albeit for a much larger scheme across two parcels of land) and submitted to the Derbyshire County Council, acting as the Local Highway Authority, in April 2020. Subsequently the Local Highway Authority provided an initial scoping response on 11th May 2020, followed by a further response on 12th May 2020. This TA was therefore prepared in accordance with the requirements as set out within the scoping response.
- 6.3 The increase in peak hour two-way vehicle movements for the proposed development of 32 dwellings have been calculated, based upon the net change of vehicle trips between the existing industrial unit use and proposed residential development, as agreed with the Local Highway Authority. The agreed calculations indicate that the site could generate 2 two-way net additional vehicle movements in both the morning and evening peaks. This level of vehicle trips would not result in a severe impact, hence, no off-site assessment has been deemed to be required. The development would not fundamentally impact upon how the surrounding highway network functions.
- 6.4 A single vehicle access point for would be provided to serve the site off Mill Lane in the form of a priority-controlled T-junction as shown at **Drawing Number D5363-1PD-001**. This would comprise a 5.5 metres wide carriageway bound by a 2 metres wide footway at both edges. It should be noted that the Local Highway Authority raised no concern of this access layout as part of the scoping process. Visibility splays of 2.4 metres by 43 metres to in both directions can be provided at the access in line with the sign posted speed limit. **Drawing Number D5363-1PD-002** confirms that a refuse collection vehicle can satisfactorily manoeuvre into and out of the access.
- 6.5 Personal Injury Accident data obtained by Derbyshire Constabulary has demonstrated that there were no recorded accidents in the vicinity of the site, hence the development should not exacerbate any existing highway safety issues.
- 6.6 The proposed development would be supported by the existing infrastructure in the vicinity of the site, which is suitable to accommodate the predicted level of additional trips by foot, cycle and public transport.
- 6.7 A Residential Travel Plan has also been prepared alongside this TA which encourages residents of the site to take advantage of the surrounding sustainable travel opportunities and provides information on schemes and incentives in order to minimise any demand for car travel and corresponding impact within the surrounding highway network.

6.8 In conclusion, having due regard to the National Planning Policy Framework, this assessment clearly demonstrates that new residents would have opportunities to travel by sustainable modes, a safe and suitable access arrangement can be provided, and that the development would not generate a severe impact on the local highway network. It is therefore considered that the proposed development would comply with current planning policy and best practice guidance. Hence, the local highway authority should be in a position to provide their support for the upcoming planning application.



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KEY
- - - SITE BOUNDARY

PROJECT
MILL LANE, BOLSOVER

CLIENT
DRAGONFLY HOMES

DRAWING TITLE
PROPOSED SITE ACCESS ARRANGEMENT



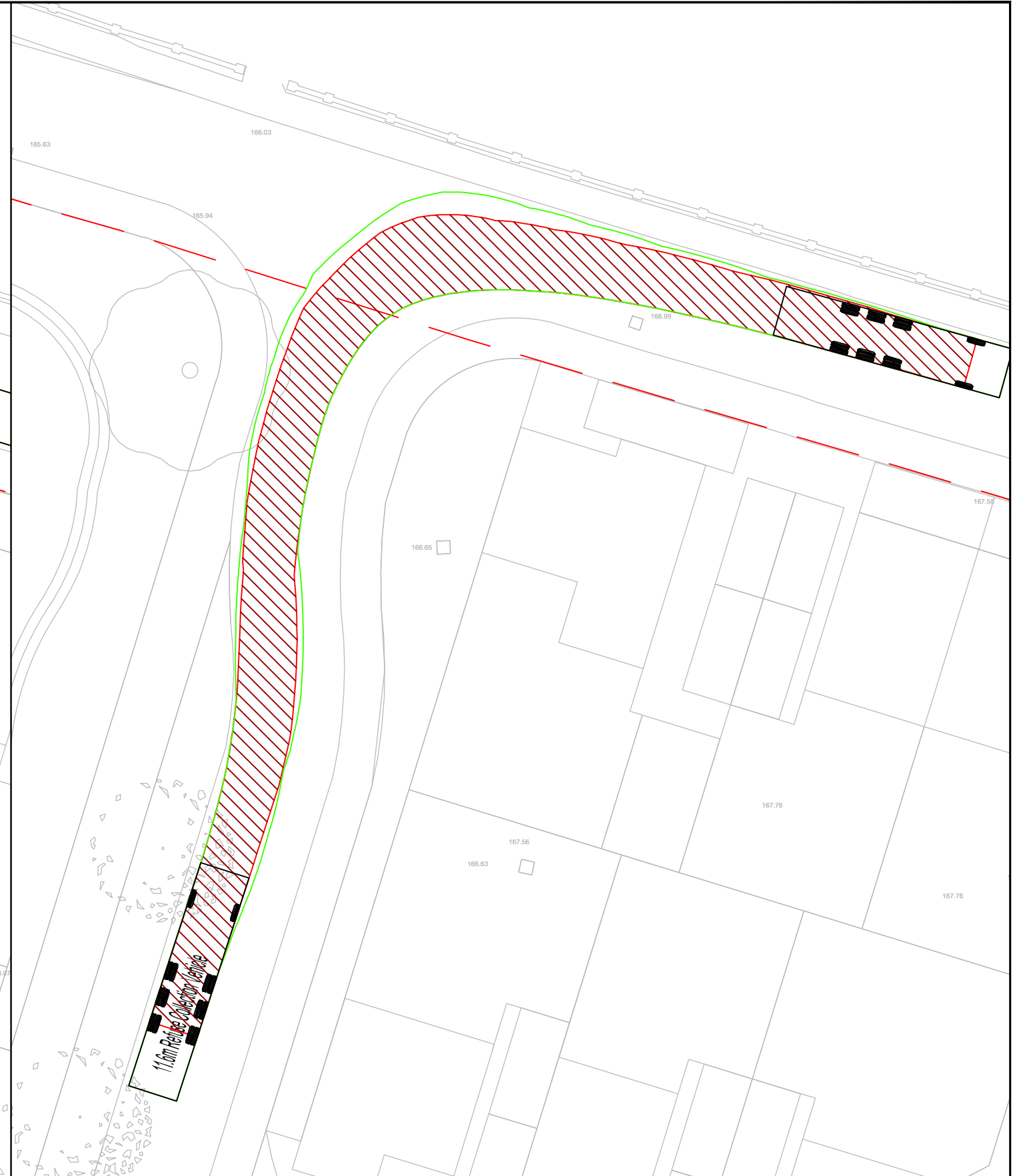
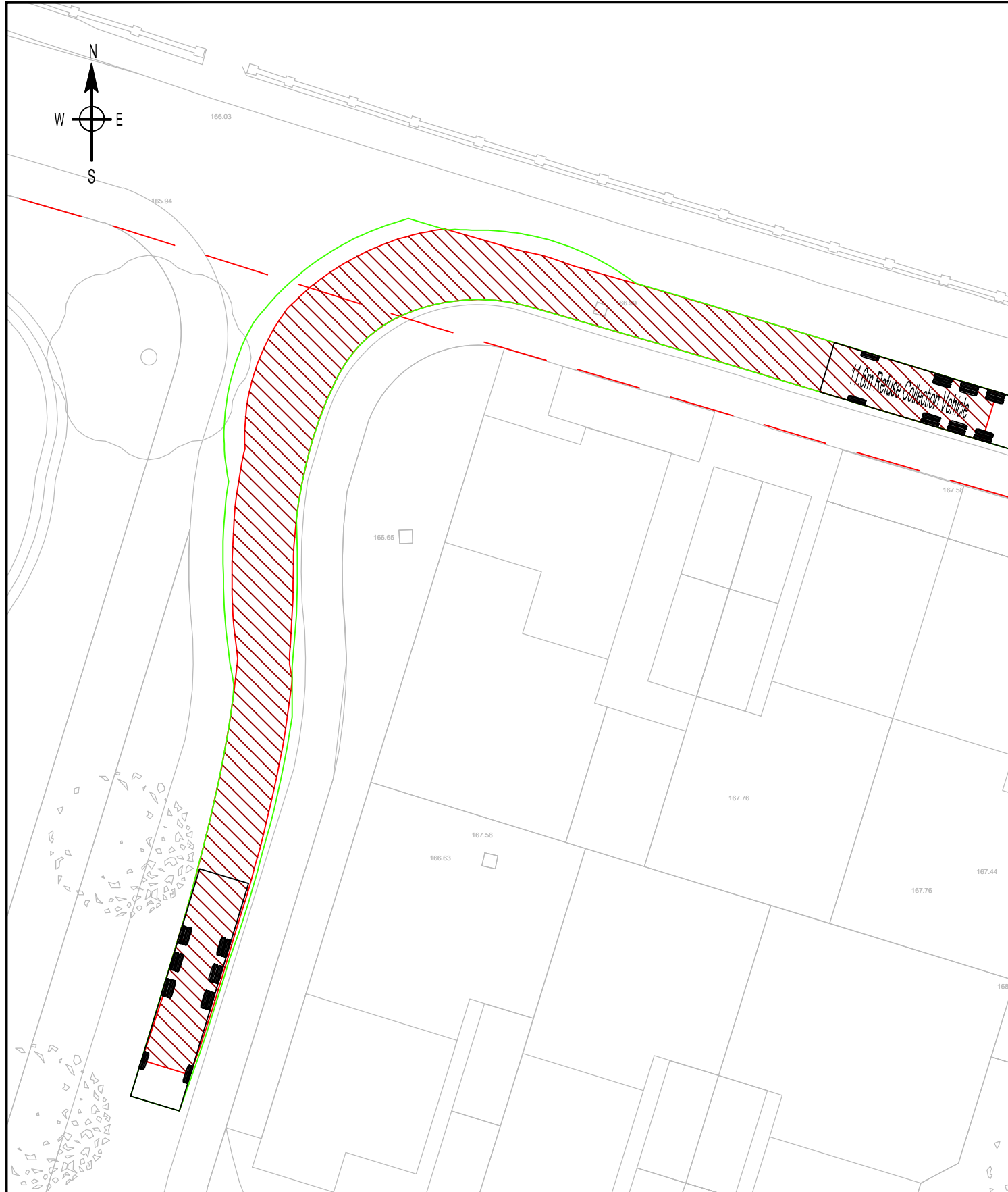
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| | | | | |

| DRAWN BY | CHECKED BY | APPROVED BY | DATE | SCALES @ A3 SIZE | ISSUE STATUS |
|----------|------------|-------------|----------|------------------|--------------|
| KH | AM | AM | 22.04.21 | 1:500 | PLANNING |

| DRAWING NUMBER | REV. |
|----------------|------|
| DE5363-1PD-001 | |

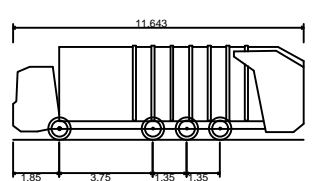
CAD FILE NAME : DE5363-1PD-001

-10mm 0 10mm



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| REV | DR | CH | AP | DATE |
|-----|----|----|----|------|
| | | | | |



11.6m Refuse Collection Vehicle
 Overall Length 11.643m
 Overall Width 2.500m
 Overall Body Height 3.751m
 Min Body Ground Clearance 0.304m
 Track Width 2.500m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 9.170m

PROJECT
MILL LANE, BOLSOVER

DRAWING TITLE
SWEPT PATH ANALYSIS (REFUSE VEHICLE)

| DRAWN BY | CHECKED BY | APPROVED BY | DATE | SCALES @ A3 SIZE | ISSUE STATUS |
|----------|------------|-------------|----------|------------------|--------------|
| KH | AM | AM | 22.04.21 | 1:250 | PLANNING |

CLIENT
DRAGONFLY HOMES



SUSTAINABLE DEVELOPMENT AND DELIVERY

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| | |
|-----------------------|------|
| DRAWING NUMBER | REV. |
| DE5363-1PD-002 | |

CAD FILE NAME : DE5363-1PD-002

D5363-1PD Mill Lane Bolsover
Transport Assessment
Dragonfly Homes
April 2021



Appendix A 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. RDIA 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. RDIA 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

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NG1 2JG

01159473859
www.rd-architects.co.uk

D5363-1PD Mill Lane Bolsover
Transport Assessment
Dragonfly Homes
April 2021



Appendix B DLP Scoping Note (April 2020)

SCOPING NOTE

Re: D5363PD Oxcroft and Mill Lane, Bolsover
Date: April 2020
Subject: Scoping Note

1.0 Introduction

- 1.1 This Scoping Note has been prepared by DLP on behalf of Dragonfly Homes in connection to an outline planning application for a residential development of circa 150 dwellings on two plots of land in Bolsover, Chesterfield. **Figure 1** shows the site location plan.
- 1.2 The two plots of land lie to the north of Bolsover, and are approximately 50 metres from each other. The easternmost site is approximately 3.8 acres and currently comprises farmland. The westernmost site is approximately 2.8 acres and is currently occupied by a commercial / works depot unit. This site has a large kerbed bellmouth access junction onto Mill Lane, which lies opposite the recently constructed Jones Homes 'Cavendish Park' site (Planning Application 17/0031/FUL for 34 dwellings) to the north of Mill Lane.



Figure 1. Site Location Plan

- 1.3 The purpose of this Scoping Note is to identify and agree the key principles of the forthcoming Transport Assessment to support the outline planning application.
- 1.4 The below scope of works is also set out in accordance with the requirements set out in the Department for Transport (DfT) "Guidance on Transport Assessment" (2007) document, and will also adopt the local guidance set out in the "Delivering Streets and Places" (2017) and 6Cs Design Guide.

SCOPING NOTE

2.0 Scope of Transport Assessment

2.1 The main principles of the Transport Assessment would be provided as follows:

Existing Site

- Existing site description;
- Review of local highway network;
- Sustainable travel provision; and
- Review of Personal Injury Accident data for a period of 3 years, or extended to 5 years if the review identifies there to be a historic safety concern.

Planning Policy Context

- Review of current national and local guidance and best practice; and
- Confirm that the following committed developments should be assessed:
 - Planning Application 15/00076/OUT located at Oxcroft Lane for 149 dwellings. The site gained planning consent on 5th May 2016. On-site observations noted that construction had started however no units were completed or occupied.
 - Planning Application 17/00314/FUL located at Mill Lane for 34 dwellings. On-site observations confirm that the site was fully built-out and occupied so impact generated by the development would already be on the local highway network.
 - Planning Application 14/00080/OUTEA located at Oxcroft Lane for 950 dwellings. The site gained planning consent on 25th October 2017.
- Should Derbyshire County Council determine that further sites should be addressed, this should be confirmed as part of the future scoping response.

Development Proposals

- Review of development proposals;
- Proposed parking provision in accordance with local standards;
- Proposed servicing arrangement including a swept path analysis of the proposed site access points for a refuse vehicle.

Proposed Access Strategy

- 2.2 An initial access strategy has been developed which considers proposing new access locations at both the western and eastern parcels of land, noting that all other existing access would be stopped up as part of the proposals.
- 2.3 Inset A of **Drawing Number D5363PD-001** shows how a new access serving the western plot would be provided towards the western boundary of its site frontage at Mill Lane. This would comprise a 5.5 metres wide carriageway to tie into Mill Lane with 6 metres kerb radii and bound by a 2 metres wide footway at both edges. In accordance with DCC's adopted design guidance, this access is suitable to accommodate up to 400 dwellings. Furthermore, in accordance with the 30mph sign posted speed limit, visibility splays measuring 43 metres in both directions could be achieved from a 2.4 metres setback distance, taken one metre into the carriageway edge.
- 2.4 Inset B of **Drawing Number D5363PD-001** shows how a new access serving the eastern plot would be provided centrally at its site frontage with Oxcroft Lane. This would duplicate the geometry and visibility requirements as per the access at Mill Lane and is in accordance with DCC's adopted design guidance.
- 2.5 It is acknowledged that there are several existing industrial access points located along the

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northern edge of Mill Lane to serve the site. As part of the proposals these would be stopped up with a continuous 2 metres wide footway to be provided connecting the site with the existing infrastructure to the west of the site. Furthermore at Oxcroft Lane there is no existing pedestrian infrastructure located at the eastern edge of the carriageway and as a result a continuous 2 metres wide footway would be provided along the full extent of the site frontage, which would connect into the existing infrastructure at the western edge of the carriageway with dropped kerb and tactile paving crossings provided. These proposals have been demonstrated at **Drawing Number D5363PD-001** and would be detailed further in the Transport Assessment.

Traffic Generation – Existing Land Use

- 2.6 In line with best practice, the TRICS database (Version 7.1.1) has been examined to identify the likely level of traffic that could be generated by the existing and proposed land uses. This would allow for a calculation of the net change in traffic from the historic land use on the westernmost site, to the proposed development.
- 2.7 For the existing land use, the category 'Employment – Industrial Unit' was selected, including all site between 500 and 5,000sqm that were surveyed on a weekday, noting that sites within Greater London, Wales, Scotland, Ireland and N. Ireland areas were excluded. Furthermore sites within a 'Town Centre', 'Edge of Town Centre' and 'Free Standing' locations were excluded. The search generated a total of 11 sites, with the resulting average person trips rates and generation summarised in **Table 1** below:

| Time Period | Arrivals | Departures | Two-Way |
|---|----------|------------|---------|
| 08:00 – 09:00 Trip Rate (per 100sqm) | 0.576 | 0.112 | 0.688 |
| 08:00 – 09:00 Person Trip Generation (1,800sqm) | 10 | 2 | 12 |
| 17:00 – 18:00 Trip Rate (per 100sqm) | 0.116 | 0.473 | 0.589 |
| 17:00 – 18:00 Person Trip Generation (1,800sqm) | 2 | 9 | 11 |

Table 1. TRICS Search Existing Vehicle Trip Rates and Traffic Generation

- 2.8 The above demonstrates that the existing total of 1,800sqm split over three commercial units could generate up to 12 two-way vehicle trips during a peak period.
- 2.9 Notwithstanding the above, on-site observations and recent google earth imagery (see **Figure 2**) confirms how there is on-site car parking provision for circa 150 vehicles.

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Figure 2. On-site Parking Provision (Google Imagery dated 18th June 2017)

- 2.10 Furthermore, a review of Google Earth's 'Historical Imagery' tool (see **Figure 3**) highlights that approximately 110 vehicles were parked at the site during a typical working day. These vehicles generally comprised a wide range between cars, vans, light goods vehicles and some heavy goods vehicles. The historical imagery confirms the actual level of activity which has historically occurred at the site, noting that as these units and parking areas still remaining, the site could return to full working operation should similar businesses purchase the site.



Figure 3. Google Earth Historical Imagery (dated 26th November 2007)

- 2.11 The above demonstrates how it has historically been accepted by the Local Planning Authority and Local Highway Authority, that up to 110 vehicles could be on site at any given time. Based upon a robust approach of vehicles arriving / departing to the site over a 2-hour peak period (0730

SCOPING NOTE

to 0930 hours) and 75% of workers arriving between 0800 and 0900 hours, this would equate to circa 82 two-way vehicle trips during any given peak hour.

- 2.12 The above therefore demonstrates that the site in its entirety (albeit from the westernmost plot only) currently / historically generates up to 82 two-way vehicle trips during any given peak period, and that this should be used as the baseline for any future assessment

Traffic Generation – Proposed Land Use

- 2.13 The TRICS database was again interrogated for the ‘Residential – Houses Privately Owned’ category, including all sites between 50 and 200 dwellings. All other parameters were symmetrical to the employment search to provide a robust approach. The search generated a total of 30 sites, with the resulting average person trips rates and generation summarised in **Table 2**.

| Time Period | Arrivals | Departures | Two-Way |
|---|----------|------------|---------|
| 08:00 – 09:00 Trip Rate (per dwelling) | 0.112 | 0.313 | 0.425 |
| 08:00 – 09:00 Person Trip Generation (150 dwellings) | 17 | 57 | 64 |
| 17:00 – 18:00 Trip Rate (per dwelling) | 0.279 | 0.132 | 0.411 |
| 17:00 – 18:00 Person Trip Generation (150 dwellings) | 42 | 20 | 62 |

Table 2. TRICS Search Proposed Total Person Trip Rates and Generation

- 2.14 By way of comparison, **Table 3** below shows the trip rates agreed by DCC as part of the nearby 149 dwellings site located at Oxcroft Lane (Planning Application 15/00076/OUT). This confirms that in both the morning and evening peaks, a higher average person trip rate was utilised by the consented development. Therefore in order to provide a robust assessment, these previously accepted trips rates have been adopted, hence, the trip generation shown in **Table 3** would be used as part of the Transport Assessment.

| Time Period | Arrivals | Departures | Two-Way |
|---|----------|------------|---------|
| 08:00 – 09:00 Trip Rate (per dwelling) | 0.158 | 0.412 | 0.570 |
| 08:00 – 09:00 Person Trip Generation (150 dwellings) | 24 | 62 | 86 |
| 17:00 – 18:00 Trip Rate (per dwelling) | 0.394 | 0.223 | 0.617 |
| 17:00 – 18:00 Person Trip Generation (150 dwellings) | 59 | 33 | 92 |

Table 3. Planning Application 15/00076/OUT Total Person Trip Rates and Generation

- 2.15 In order to calculate the predicted vehicle trip generation, Census 2011 dataset ‘Method of Travel to Work’ for the Bolsover 004 Middle Super Output Area (MSOA) was utilised. This is summarised below for ease of reference.

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| Mode of Travel | % |
|--------------------------------------|------|
| Underground, Metro, Light Rail, Tram | 0.1 |
| Train | 0.8 |
| Bus, Minibus or Coach | 7.8 |
| Taxi | 0.6 |
| Motorcycle, Scooter or Moped | 1.0 |
| Driving a Car or Van | 74.0 |
| Passenger in a Car or Van | 7.8 |
| Bicycle | 0.5 |
| On Foot | 7.1 |
| Other | 0.3 |

Table 4. Census 2011 Mode Split for Bolsover 004 MSOA

- 2.16 The mode split for car driver / motorcycle / taxi (75.6%) was then applied to the person trips outlined in **Table 3** in order to calculate the vehicle trips as summarised below. **Table 5** below shows the subsequent proposed vehicle trips during the AM and PM peak periods. This shows that the proposed development could generate 65 two-way vehicle trips during the AM peak period and 70 two-way vehicle trips during the PM peak period.

| Time Period | Arrivals | Departures | Two-Way |
|---------------------------------------|----------|------------|---------|
| 08:00 – 09:00 Vehicle Trip Generation | 18 | 47 | 65 |
| 17:00 – 18:00 Vehicle Trip Generation | 45 | 25 | 70 |

Table 5. Proposed Vehicle trip rates (based on 150 dwellings)

Net Change in Traffic

- 2.17 The above assessment confirms that the existing operation of the site could generate circa 82 two-way trips in the peak period. Based on agreed trip rates taken from the Planning Application 15/00076/OUT site, the proposed development could generate up to 70 two-way movements in the peak period. Hence, the redevelopment of the site in its entirety would result in an overall net reduction in movements on the local highway network.

Off-site Impact

- 2.18 Whilst now archived, the 'Guidance on Transport Assessment' document advises that developments may have a significant impact where increases of 30 or more two-way movements occur during peak hours. It goes on to state that *"Whilst there is no suggestion that 30 two-way peak hour vehicle trips would, in themselves, cause a detrimental impact, it is a useful point of reference from which to commence discussions."* This figure is identified purely as a starting point for further consideration and it is common that higher hourly increases of 45 to 60 vehicles could be satisfactorily accommodated where capacity and highway safety issues do not exist.
- 2.19 Furthermore, Paragraph 109 of the National Planning Policy Framework states:

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on

SCOPING NOTE

the road network would be severe.”

- 2.20 In light of the above, as part of the Transport Assessment, no off-site capacity assessments are deemed to be required. It is considered that the traffic generated by the redevelopment of the site would result in a net reduction in trips on the local highway network in accordance with the NPPF.
- 2.21 As part of the Transport Assessment, we would however assess the suitability of the surrounding infrastructure to ensure adequate provision is made for access to the site by non-car modes, and highlighting improvements where deemed to be required (including and safety concerns identified).

Parking

- 2.22 In accordance with Appendix 8.2 of Bolsover District Council's Local Plan document (adopted March 2020), a residential development should adopt the following minimum parking requirements per dwelling (see **Table 6**). These minimum requirements will be adopted as part of the Transport Assessment unless DCC confirm other parking requirements.

| Number of Bedrooms | Spaces |
|--------------------|--|
| 1 bedroom | 1 space per unit plus 1 space per 2 units for visitors |
| 2 / 3 bedrooms | 2 spaces per unit |
| 4+ bedrooms | 3 spaces per unit |

Table 6. Parking Requirements

Servicing

- 2.23 The site access and internal layout would be checking for suitability using DCC's largest 11.6 metres refuse vehicle. Should DCC determine that another vehicle should be tracked, this should be confirmed as part of the future scoping response.

D5363-1PD Mill Lane Bolsover
Transport Assessment
Dragonfly Homes
April 2021



Appendix C Derbyshire County Council Scoping Responses (11th & 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

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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



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D5363-1PD Mill Lane Bolsover
Transport Assessment
Dragonfly Homes
April 2021



Appendix D Personal Injury Accident Data

Kurt Hardy

From: Meek, Carol, 9448 <Carol.Meek.9448@Derbyshire.PNN.Police.UK>
Sent: 28 May 2020 15:45
To: Kurt Hardy
Subject: RE: PIA Request - Bolsover

Follow Up Flag: Follow up
Flag Status: Completed

Hi Kurt,

If I have understood your picture below correctly and your request for data **does not** include Hill Top the B6419 then there have been no collisions in this area over the last 5 years.

If this is the case and you are willing to accept this email, then there will be no charge for this request. If you need a formal report and a map then the charge will be the usual £126.00 (no VAT).

Please let me know how you wish me to proceed.

Thank you for your understanding in these unusual times

Carol

Carol Meek

Data Quality Manager

Optimising Data Section

Information Management

Derbyshire Constabulary

Butterley Hall, Ripley, Derbyshire. DE5 3RS

Tel: 0300 122 5043 (Internal 09448)

Mobile: 07739 970017

Mobex: 737 7303

E-mail: carol.meek@derbyshire.pnn.police.uk

Web: <http://www.derbyshire.police.uk>

Please note my working days are Mon-Thurs
Currently agile working



Personal Data Matters - Let's Get it Right



From: Kurt Hardy <Kurt.Hardy@dlpconsultants.co.uk>
Sent: 28 May 2020 12:24
To: Meek, Carol, 9448 <Carol.Meek.9448@Derbyshire.PNN.Police.UK>; Bennett, Dawn, 5738 <Dawn.Bennett.5738@Derbyshire.PNN.Police.UK>

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

Subject: RE: PIA Request - Bolsover

Hi Carol,

Do you know how much longer the updating of the data may take? I only ask as we are looking to finalise our report this week and it's the only missing piece.

Any update is most appreciated.

Kind regards

Kurt

From: Meek, Carol, 9448 <Carol.Meek.9448@Derbyshire.PNN.Police.UK>

Sent: 18 May 2020 09:44

To: Kurt Hardy <Kurt.Hardy@dlpconsultants.co.uk>; Bennett, Dawn, 5738 <Dawn.Bennett.5738@Derbyshire.PNN.Police.UK>

Subject: RE: PIA Request - Bolsover

Hi Kurt,

We are open, but we are all working from home and connections can be slow at times. We are still in the process of finalising the 2019 data, as we had some queries when matching the data to DfT. These are still ongoing, but I hope to have this finished by the end of the week.

Please bear with us, I will get back to you as soon as this is sorted and I have checked the area below.

Thanks

Carol.

Carol Meek

Data Quality Manager

Optimising Data Section

Information Management

Derbyshire Constabulary

Butterley Hall, Ripley, Derbyshire. DE5 3RS

Tel: 0300 122 5043 (Internal 09448)

Mobile: 07739 970017

Mobex: 737 7303

E-mail: carol.meek@derbyshire.pnn.police.uk

Web: <http://www.derbyshire.police.uk>

**Please note my working days are Mon-Thurs
Currently agile working**



Personal Data Matters - Let's Get it Right



From: Kurt Hardy <Kurt.Hardy@dlpconsultants.co.uk>

Sent: 12 May 2020 11:28

To: Bennett, Dawn, 5738 <Dawn.Bennett.5738@Derbyshire.PNN.Police.UK>; Meek, Carol, 9448 <Carol.Meek.9448@Derbyshire.PNN.Police.UK>

Subject: RE: PIA Request - Bolsover

CAUTION: External email. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Hi Dawn / Carol, hope you are keeping well.

Are things your end open as usual? Thought I would check due to the ongoing COVID-19 situation. Just tried phoning however it went through to voicemail.

Kind regards

Kurt

From: Kurt Hardy <Kurt.Hardy@dlpconsultants.co.uk>

Sent: 29 April 2020 15:22

To: Dawn.Bennett.5738@Derbyshire.PNN.Police.UK; Carol.Meek.9448@Derbyshire.PNN.Police.UK

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

Subject: PIA Request - Bolsover

Hi Dawn / Carol,

I would be grateful if you could provide me with a formal quotation to obtain full details of all Personal Injury Accidents that have occurred within an area of Mill Lane, Bolsover in Derbyshire, during the last 5 years up to the latest data available. The location of the required area is shown below.

Could you please confirm the cost to obtain this information, if this will include VAT, and how payment is to be made. Should you have any questions or require any further information, please give me a call.



Kind regards

Kurt

Kurt Hardy
Senior Transport Planner
Sustainable Development and Delivery Team

1 East Circus Street
Nottingham
NG1 5AF
T: 0115 896 6620
M: 0746 847 7844
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