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<b>Project</b>	23/01631/OUT	<b>Date</b>	19/12/23
<b>Description</b>	Outline application for residential development including access arrangements - up to 90 dwellings	<b>Ref</b>	TA414
<b>Location</b>	Land to the west of Royal Hill Road Derby		
<b>Author</b>	Transport Planning - LC		

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## 1.0 Introduction

- 1.1 This is an outline planning application with only means of access to be determined for up to 90 dwellings on land to the west of Royal Hill Road in Spondon, Derby.
- 1.2 The application has been supported by a Transport Assessment (TA), and Travel Plan.

## 2.0 Access

- 2.1 The site is proposed to be accessed via a new vehicular access on Royal Hill Road, approximately opposite no 52. The vehicular access is proposed to take the form of a 5.5m carriageway, with 2m footways either side. This footway provision would then continue out onto Royal Hill Road and tie in with existing provision to provide a continuous pedestrian route in either direction which is welcomed.
- 2.2 The submitted masterplan also indicates three points of pedestrian access on the southern site boundary, however there is no detail provided which is needed prior to this application being determined because means of access is the sole matter for determination. The same concept applies to a sole proposed pedestrian access located on the northern boundary.
- 2.3 With regards to bus travel, the submitted TA has highlighted that the Spondon Flyer is no longer in operation leaving the Ilkeston Flyer<sup>1</sup>, which operates along Moor Street between Cotmanhay and Derby via Ilkeston as the only frequent bus service, operating every 15 minutes at peak times.
- 2.4 Service 9/9C<sup>2</sup> offers a very limited weekday service at 2 hourly intervals between Derby, and Long Eaton via Spondon. There was also a trial shuttle bus service operating earlier in 2023 around Spondon, which the TA has identified but this has now ceased. Consequently, the nearest bus stop provision for future residents is at least 800m from the site entrance on Royal Hill Road, which is over double, the recommended maximum walking distance as advised by Buses in Urban Developments<sup>3</sup> (CIHT, 2018).
- 2.5 Spondon Railway Station is located approximately 1 mile south, offering opportunities for travel to Derby, Nottingham on an hourly basis during peak times as well as destinations further afield on a less frequent basis.

## 3.0 Trip Generation

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<sup>1</sup> <https://www.trentbarton.co.uk/services/ilkestonflyer>

<sup>2</sup> <https://localbus.vectare.co.uk/timetables/86d52eb5-6187-4c5e-890f-c468ac543e98>

<sup>3</sup> [https://www.ciht.org.uk/media/4459/buses\\_ua\\_tp\\_full\\_version\\_v5.pdf](https://www.ciht.org.uk/media/4459/buses_ua_tp_full_version_v5.pdf)

- 3.1 An 85<sup>th</sup>ile trip rate has been derived, as per scoping discussions. The 2011 census has subsequently used to derive a trip mode assignment, which identifies that 22% of trips will **not** utilise a car, whether that be as a car driver, or as a passenger.
- 3.2 A series of capacity assessments have subsequently been carried out, and the results reveal little impact with the exception of the Willowcroft Road signalised junction which is already known to operate over capacity, and that there is not a mitigation scheme of note that would bring about significant benefit easily. This is in line with the Council's previous comments about the SmartParc application, a much larger commercial development now under construction.

## **4.0 Travel Plan**

- 4.1 Comments will be issued under separate cover by Travel Planning colleagues.

## **5.0 Conclusion**

- 5.1 Therefore, at this time, prior to this application being determined, the applicant is required to submit further details of all proposed pedestrian accesses on the site boundary i.e., proposed widths, gradients, surfacing and connections with the adjacent Public Right of Way network.
- 5.2 The distance this site will be from a regular bus service is of concern, and it is considered that mitigation i.e., planning obligation is required to maximise future residents' ability to readily travel by bus locally, but also into the City Centre, and destinations further afield. A further discussion is therefore required to facilitate this in the New Year.

TP LC 21-12-23