

PROJECT NAME	Royal Hil Road, Spondon, Derbyshire		
DOCUMENT NUMBER	RHR-BWB-GEN-XX-RP-TR-0004	BWB REF	BMW3087
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APPROVED	Paul Wilson	DATE	12/03/2025

1. INTRODUCTION

Instruction

- 1.1 BWB Consulting Ltd (BWB) has been instructed by Miller Homes Ltd (the applicant) to provide highways and transport support and prepare a Technical Note, which responds to the third party comments received on highways in respect of planning application reference: 23/01631/OUT.
- 1.2 Whilst no objections have been raised by Derby City Council (DCC) as local highway authority in relation to highways or transport, there have been a number of comments from interested parties (the local community) and this note seeks to provide a response to these comments, and inform the appeal.
- 1.3 To inform this response BWB have undertaken the following tasks:
- Reviewed the findings of the transport reports produced in support of the original application.
 - Reviewed the responses received from DCC along with the relevant application documents on the planning portal
 - Reviewed and analysed the third party responses in detail.
 - Undertaken a site visit, on Tuesday 11 March 2025, between 1440 and 1540 hours, to help inform this note (the photographs from which are included in **Appendix 1**). During the site visit, weather conditions were observed to be dry and bright. It is considered that the activity observed should provide a strong indication of typical conditions at the end of the school day.

2. SUMMARY OF BWB TRANSPORT ASSESSMENT

- 2.1 The Transport Assessment, (BWB reference RHR-BWB-GEN-XX-RP-TR-0001_S2-P4-TA) assessed the impact of up to 90 dwellings and was produced in line with best practice guidance and pre-application advice from DCC. It was shown that the proposals would generate 54 and 51 two-way trips in the morning and evening peak periods respectively.
- 2.2 Detailed capacity assessments were carried out at the following five junctions, during the network peak periods:
- Site Access on Royal Hill Road
 - Royal Hill Road / Locko Road T-junction

- iii. Locko Road / Chapel Street / Church Street / West Road Staggered Crossroads
- iv. Sitwell Street / Willowcroft Road Mini-roundabout
- v. Willowcroft Road / Nottingham Road Signal Junction.

- 2.3 Four of these junctions were shown to operate within capacity for the most onerous scenario assessed (2028 Design Year Base plus Committed plus Development), with a single junction, the Willowcroft Road/Nottingham Road signal junction, shown to operate over capacity in the morning peak period for the '2028 Base + Com' and '2028 Base + Com + Dev' scenarios. This junction is already operating over capacity when including for the committed development flows. It was therefore concluded that the development impact on this junction was negligible and no further work or mitigation was required.
- 2.4 To inform these assessments, traffic surveys were carried out on a neutral weekday, outside of the school holiday period on Thursday 13th October 2022 at junctions ii. to v. as agreed with DCC. In addition to the four turning count surveys undertaken for the development, an Automatic Traffic Count (ATC) was also placed on Royal Hill Road in the approximate location of the proposed access. This ATC was operational for seven days between 7th and 13th October 2022.
- 2.5 It was ultimately concluded that no off-site mitigation was deemed necessary, and that the introduction of the Travel Plan will help manage the person trips generated by the proposed development.

3. SUMMARY OF LOCAL AUTHORITY RESPONSE

- 3.1 In their response dated 24 April 2024 it was confirmed by DCC that that their Highways Development Control (HDC) offered 'No Objection' to the proposals, subject to standard conditions, relating to construction of the site access, internal layout and a Construction Management Plan. In addition, improvements to footpath (Spondon 7) were also conditioned.
- 3.2 Further to the above, a monetary contribution is sought that would be used to introduce a bus service to serve the closest bus stops to the development site, and to provide quicker connections to the faster Ilkeston Flyer service, which runs along the A6096.

4. ANALYSIS OF THIRD PARTY RESPONSES

- 4.1 A detailed review of third party responses has been carried out and are summarised in **Table 1**, along with BWB's response. It was found that the responses broadly fell into the following categories:
- **Highway safety** - pedestrians and vehicles at the site access / interaction with the school and along Royal Hill Road.
 - **Existing high volume of traffic** - using Royal Hill Road, with particular reference to the start and end of the school day.
 - **Parked cars** - on Royal Hill Road, particularly at the end of the school day, limiting access for residents, delivery and emergency vehicles.

- **Existing capacity concerns** - at Royal Hill Road, Locko Road and Chapel Street, again particular reference to the start and end of the school day
- **Future Capacity Concerns** - inability for the local highway network to cope with additional traffic generated by the development proposals, reference to Locko Road, Willowcroft Road and the A52.
- **Lack of Public Transport**

Table 1. Analysis of Comments and BWB Response

Category	Key Concerns Raised	Specific Locations Mentioned	BWB Response
Highway Safety	Site access at a tangent to the bend on Royal Hill Road and near Marina Drive junction and a footpath linking to the school poses a danger for children	Footpath west of Marina Road Bend on Royal Hill Road	<p>BWB drawing RHR-BWB-GEN-XX-DR-TR-101 S2-P4, included in the Transport Assessment report, demonstrates that requisite visibility splays of 43 metres can be achieved. During the site visit it was observed that numerous vehicles associated with the school pick up period were parked along the eastern edge of Royal Hill Road from the end of the footpath for circa 80 metres. Vehicles started to arrive at around 1445, with the peak parking period observed to be between 1515 and 1535, at which time all vehicles had disbursed. Minimal through traffic to the northern end of Royal Hill was observed and whilst vehicles would need to travel along the opposite side of the carriageway for a short distance, visibility at the site access was observed to be achievable in both directions (photographs of the on-street parking are included at Appendix 1 of this note).</p> <p>The positioning of the site access would deter vehicles from parking at the bend on Royal Hill Road, which would be an improvement to the existing situation. During the site visit it was observed that there was sufficient space for this dispersed parking to be accommodated further along Royal Hill Road and surrounding streets'</p> <p>There have been no recorded Personal Injury Collisions along Royal Hill Road (NB only 2019 to 2023 is available on Crashmap)</p>
	Collision frequency due to parked vehicles on Royal Hill Road		
	Dangerous bend on Royal Hill Road for pedestrian traffic		

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Category	Key Concerns Raised	Specific Locations Mentioned	BWB Response
Existing Volume of Traffic	<p>Dangerous traffic volume at School Pick-up and Drop-off times and nearby congestion</p> <p>Proposed Housing Development Traffic Survey was taken during half term and did not give a true picture of the everyday life</p>	<p>Vicinity of Schools</p> <p>Royal Hill Road / Locko Road Junction</p>	<p>As detailed above, the site visit on the 11 March 2025 was carried out during the school pick up period to observe traffic conditions in the vicinity of the site. Vehicles arrived and parked up over an extended period between 1445 and 1520 for the school pick up. The majority of vehicles departed between 1525 and 1535, observations were made along Royal Hill and at the Royal Hill / Locko Road junction, vehicles were observed to wait no more than a few seconds at the junction along Royal Hill Road, with no vehicles observed to be queuing to enter from Locko Road (photographs of the on-street parking are included at Appendix 1 of this note).</p> <p>In 2022, October half term in Derby was between 24 and 28 October 2022. Turing Count surveys were carried out on a neutral weekday, outside of the school holiday period. Thursday 13th October 2022 at the study area junctions as agreed with DCC. In addition the ATC was also placed on Royal Hill Road in the approximate location of the proposed access for seven days between 7th and 13th October 2022.</p>
Existing and Future Capacity concerns.	<p>The proposal also raises concerns about a potential increase to the amount of traffic congestion on the neighbouring streets, especially in the vicinity of local schools, as there are limited routes in and out of the immediate area.</p>	<p>Royal Hill, Locko Road,</p>	<p>To inform the Transport Assessment, details of the likely trips generated by the site in the traditional peak periods were assessed and it was demonstrated that there were no capacity concerns within the vicinity of the site or within the local highway network.</p> <p>During the site visit no existing capacity concerns were identified. Any trips generated by the site in relation to the school, would be on foot so no additional vehicle traffic related to the school would be generated from the development.</p>

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Category	Key Concerns Raised	Specific Locations Mentioned	BWB Response
Parking and carriageway geometry	Current lack of parking on Royal Hill Road will be exacerbated by development	Royal Hill Road	<p>On-street parking was observed to be at its peak for approximately 20 minutes between 15:15 hours and 15:45 hours. Vehicles were parking along the eastern side of Royal Hill only, which enabled vehicles to pass without obstruction.</p> <p>No HGVS, or emergency vehicles were observed during the site visit., Sufficient turning areas within the existing highway and the site will be designed to ensure suitable levels of parking and turning facilities are provided.</p>
	Cars parked on grass verges meaning LGVs and HGVs mount the pavement		
	HGVs having to reverse down Royal Hill Road as they are unable to turn		
	Insufficient access for emergency vehicles		
Public Transport/ Sustainability	Inadequate bus service	General/Spondon	<p>It was demonstrated in the Transport Assessment that the proposals would result in a minimal increase in public transport and cycling trips (6 and 2 two-way trips respectively). DCC have sought a contribution to public transport provision as a condition to development regardless.</p>
	No cycle paths in Spondon		

5. SUMMARY AND CONCLUSIONS

- 5.1 BWB Consulting Ltd (BWB) has been instructed by Miller Homes Ltd (the applicant) to provide highways and transport support and prepare a Technical Note, which responds to the third party comments received on highways in respect of planning application reference: 23/01631/OUT.
- 5.2 The transport reports produced to support the applications concluded that the development proposals were acceptable in line with NPPF, and no objections were raised by DCC in relation to highways or transport, there have been a number of comments received from interested parties (the local community) and this note seeks to provide a response to these comments.
- 5.3 Local community concerns predominately related to the following areas:
- Highway safety - pedestrians and vehicles at the site access / interaction with the school and along Royal Hill Road
 - Existing high volume of traffic - using Royal Hill Road, with particular reference to the start and end of the school day.
 - Parked cars - on Royal Hill Road, particularly at the end of the school day, limiting access for residents, delivery and emergency vehicles.
 - Existing capacity concerns - at Royal Hill Road, Locko Road and Chapel Street, again particular reference to the start and end of the school day.
 - Future Capacity Concerns - Inability for the local highway network to cope with additional traffic generated by the development proposals, reference to Locko Road, Willowcroft Road and the A52.
 - Lack of Public Transport.
- 5.4 A site visit was carried out on Tuesday 11 March 2025 between 1440 and 1540 hours. During this time, it was observed that a significant number of vehicles were parking along Royal Hill Road and surrounding streets. The busiest period was observed to be between 1515 and 1535 hours. During this 20 minute period no highway safety or capacity concerns were observed during this period as vehicles were moving slowly and giving way to one another.
- 5.5 As previously concluded in the Transport Assessment, the parking situation would not be exacerbated by the proposed development and the inclusion of the site access junction and internal roads would likely reduce the number of vehicles parking on Royal Hill Road in the vicinity of the bend. If vehicles continue to park along the eastern side of Royal Hill Road, this does not obscure the visibility for vehicles entering or exiting the site. The only manoeuvre that could be jeopardised at the junction would be vehicles entering the site right in from the north. However, as Royal Hill Road leads to a dead end to the north this manoeuvre would be highly unlikely.
- 5.6 In conclusion therefore there should be no outstanding matters in relation to transport and highways to be considered as part of the appeal.

APPENDICES

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Appendix 1: Photographs from site visit on 11th March 2025.





