

Technical Note

Project:	P14-332 Glapwell		
Subject:	Site Access Technical Note		
Prepared by:	Jack Lindsay – Senior Transport Planner	Date:	16 Jan 2020
Authorised by:	Nick Smith – Principal Transport Planner	Status:	For Issue
Document Ref:	14332-RLL-19-XX-RP-S-501B	Revision:	P02

1 Introduction

A technical note has been prepared in order to respond to Derbyshire County Council (DCC) highway's formal consultation response on planning application ref: BOL/19/00583/OUT - development for up to 65 no. dwellings on Land to the rear of 7-53 Mansfield Road, Glapwell.

This technical note focuses on the need to present a more detailed site access design, incorporating the details requested by DCC highways.

2 Access Design

In the formal consultation response (contained in **Appendix A**), DCC stated that;

“As access is not a reserved matter, the Highway Authority would expect a detailed design of the initial length of proposed extension to Park Avenue on an accurate topographical survey base to be submitted demonstrating requisite revisions to the existing highway e.g. removal of widened carriageway, extension of existing footways, accommodation works at existing driveways currently level with the carriageway, etc.”

A topographical survey has been carried out and subsequently a more detailed access proposal has been produced, presented in drawing **14332-RLL-19-XX-DR-D-5001E** contained within **Appendix B**.

To summarise, the following has been provided / illustrated on drawing **14322-RLL-19-XX-DR-D-5001E**;

- Dropped, transition and raised kerbs are illustrated, access will be maintained to properties 37 and 40 Park Lane, and the cricket club via pedestrian access crossings.
- The existing footways will be extended and tie into the proposed development 2m footways;
- Two trees, a section of hedgerow and a fence are to be removed;
- The lamppost at Park Avenue's eastern extent will be removed (and potentially relocated);
- The existing carriageway is circa. 6.2m close to Park Avenue's existing eastern extent and will narrow to 5.5m within the Site.

Park Avenue's existing carriageway levels is ~175.60m within close proximity of the existing footway's eastern extents. The carriageway then continues to rise to ~175.97m outside the cricket club access. The cricket club access and the existing driveways are level with the carriageway.

Earthworks are required to drop the section of carriageway east of the existing footway extents in order to:

- Maintain the damp proof course on the existing dwelling frontage walls as the footway will be constructed at the existing carriageway level;
- Provide a kerb upstand for the extended section of the footway as the carriageway will now be regraded slightly lower than existing;
- Provide the pedestrian access crossings into the existing driveways.

The proposed carriageway is illustrated as ~0.22m lower than the existing carriageway level outside the cricket club access. The carriageway would then rise to existing ground level within the site at a maximum gradient of 1:12.

The existing ground level peaks and then drops heading east into the Site. The extent of the required rise of the proposed carriageway back to existing ground level will therefore be reduced.

Detailed design of the proposed vehicle access is subject to a further review. The exact level in which the carriageway will be dropped to, and subsequent kerb heights, pedestrian crossfalls, gradients and proposed levels etc will be set out during the detailed design stage.

3 Blacksmiths Close Pedestrian Link

The potential footway link previously illustrated via Blacksmiths Close is no longer proposed.

Appendix A – DCC Highways Consultation

Jack Lindsay

From: Jack Lindsay <Jack.Lindsay@rodgersleask.co.uk>
Sent: 08 January 2020 12:56
To: 'Nick Knowles (Economy Transport and Environment)'
Subject: RE: P14-332 - Glapwell
Attachments: 14322-RLL-19-XX-DR-D-5001D.pdf

Thanks Nick,

Please see attached, I have extended the longsection ~20m west.

There is a slight 'dip' in the carriageway, albeit the max difference between the existing and proposed levels is only ~.22m. The proposed levels no longer contains a flat section. I have illustrated the proposed carriageway returning to the existing levels at a gradient of 1:12, obviously the gradient could be more gradual than 1:12, which would further remove the perception of a "dip", given the ground level drops slightly further into the site as the green line illustrates on the attached. This would be set out at detailed design stage.

At the western extent of the dropped kerb access to 27 Park Avenue and the Cricket club, the proposed carriageway would be ~0.15m lower than the existing carriageway level. The height of the proposed footway would replace the existing carriageway height and therefore the DPC would not need to be altered.

Kind Regards
Jack



Jack W Lindsay BA (Hons) MCIHT
SENIOR TRANSPORT PLANNER

jack.lindsay@rodgersleask.co.uk
[07717862716](tel:07717862716)

Rodgers Leask Limited & Rodgers Leask Environmental Limited
St James House, St Mary's Wharf, Mansfield Road, Derby DE1 3TQ • [01332285000](tel:01332285000) • rodgersleask.co.uk

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From: Nick Knowles (Economy Transport and Environment) <Nick.Knowles@derbyshire.gov.uk>
Sent: 08 January 2020 10:35
To: Jack Lindsay <Jack.Lindsay@rodgersleask.co.uk>
Subject: RE: P14-332 - Glapwell

Morning Jack

I've just tried to call to discuss the above.

Whilst I don't have any objection to the principle of the proposals, unfortunately I think there may need to be a little more design work carried out in this case due to the constraints on the existing highway that could be affected by revising the carriageway levels e.g. existing driveway/ access levels, DPC's, consequential footway gradients/ crossfalls, kerb heights, etc.

I've not had opportunity to revisit this site to make a specific assessment of feasibility of the proposals and have been reliant on Streetview images however, in the first instance, I'd recommend that the long section is extended by around 20m and the proposed levels are modified to remove any flat section. Creation of a marked 'dip' in the vertical alignment will need to be avoided.

Hope that the above helps.

Regards

Nick

N Knowles

Highways Development Control

Economy, Transport and Communities | Derbyshire County Council
County Hall, Matlock, Derbyshire, DE4 3AG

From: Jack Lindsay [<mailto:Jack.Lindsay@rodgersleask.co.uk>]
Sent: 07 January 2020 10:05
To: Nick Knowles (Economy Transport and Environment) <Nick.Knowles@derbyshire.gov.uk>
Cc: Matthew Harrison <matthew.harrison@rodgersleask.co.uk>
Subject: RE: P14-332 - Glapwell

Thanks Nick.

I have just left you a voicemail.

Given the extra level of detail requested, I would like to discuss whether at this stage the extra level of detail is required in order to achieve outline planning permission, and whether we are able submit the tech note with the drawing as it is (albeit extending the longsection slightly) that states the footway crossfalls / carriageway levels / height of kerb upstands are to be conditioned and thus set out at the detailed design stage.

I am conscious that as discussed previously, the client is seeking outline permission at this stage. I appreciate DCC have concerns on whether the access design is achievable given the issues with the extending the footway etc, however do DCC accept that the principle of levelling the carriageway is an acceptable approach?

If you do need to see the detail at this stage then we can provide, however I would suggest it is a level of detail that is not necessarily required at this stage in order to obtain outline planning permission if DCC accept the levelling of the carriageway is acceptable (subject to conditions).

Please feel free to give me a call.

Kind Regards

Jack



Jack W Lindsay BA (Hons) MCIHT
SENIOR TRANSPORT PLANNER

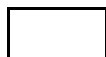
jack.lindsay@rodgersleask.co.uk
07717862716

Rodgers Leask Limited & Rodgers Leask Environmental Limited
St James House, St Mary's Wharf, Mansfield Road, Derby DE1 3TQ • [01332285000](tel:01332285000) • rodgersleask.co.uk

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

Sent: 06 January 2020 09:29

To: Jack Lindsay <Jack.Lindsay@rodgersleask.co.uk>

Subject: FW: P14-332 - Glapwell

Morning Jack

I refer to your request for comments on the attached drawing.

My immediate thoughts are that the long section should be extended to demonstrate the level of the existing road on approach to the proposed revisions and that introducing a 'flat' section of carriageway will not be acceptable. Vertical curves between changes in grade should also be demonstrated.

I would expect the Technical Note to include details to satisfactorily address these issues as well as demonstrate the kerb upstand achievable at the vehicular accesses together with the footway cross falls.

I hope that the above is of use.

Regards

Nick

From: Jack Lindsay [<mailto:Jack.Lindsay@rodgersleask.co.uk>]

Sent: 18 December 2019 10:14

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

Subject: FW: P14-332 - Glapwell

Nick,

Apologies – see revC of the drawing – a couple of amended notes.

Regards

Jack

From: Jack Lindsay

Sent: 18 December 2019 10:02

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

Subject: RE: P14-332 - Glapwell

Good morning Nick,

Thanks for the comments. I have added a longsection to the drawing (see attached), it illustrates how the existing carriageway rises east of the existing footway extents and how the road could be regraded east of this point. The carriageway would then rise at a max 1:20 gradient and return to existing levels ~12.7m east of the existing Park Avenue extent.

The exact levels and construction extents are of course all subject to the detailed design process.

Is there anything else you need at this stage? I shall call to discuss.

Regards

Jack

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

Sent: 18 December 2019 08:35

To: Jack Lindsay <Jack.Lindsay@rodgersleask.co.uk>

Subject: FW: P14-332 - Glapwell

Morning Jack

I refer to your message below. Sorry I missed your call but I was out and about all day yesterday.

I understand the concept of your proposals as described below and demonstrated on the attached and note that you will be submitting a Technical Note in support.

The proposed solution isn't one I've come across before but may well work. It would probably be useful to submit a Longitudinal Section of existing and proposed levels just to give an indication of the change between the approach on the existing road, through the lowered length and potentially beyond into the site.

The Works would obviously involve full reconstruction of the affected carriageway and potentially tying-in works on the existing footways, issues that you may well have included within the Note.

I hope the above comments, made without prejudice, are of use.

Regards

Nick

From: Jack Lindsay [<mailto:Jack.Lindsay@rodgersleask.co.uk>]

Sent: 17 December 2019 13:26

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

Cc: Matthew Harrison <matthew.harrison@rodgersleask.co.uk>; Matt Leask <matt.leask@rodgersleask.co.uk>

Subject: RE: P14-332 - Glapwell

Nick,

Further to our conversation yesterday, I have amended the drawing, in short;

At the extent of Park Avenue's existing footways, the carriageway height is circa 175.6m. This rises to ~176.0m at the cricket club access. The proposal will therefore include earthworks that removes the rise in the carriageway. This will ensure the following can be provided;

- Maintain the damp proof course on the existing dwelling frontage walls without the need to raise the damp proof course as the footway will be constructed at the existing carriageway level;
- Provide a kerb upstand for the extended section of the footway as the carriageway will now be regraded slightly lower;
- Provide the pedestrian access crossings into the existing driveways.

We will be submitting the drawing with a technical note as part of a formal response.

I shall try and give you a call later this to discuss.

Regards

Jack

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Mike Ashworth
Executive Director

Economy Transport and Environment
County Hall
Matlock
Derbyshire DE4 3AG

Mr C Fridlington
Development Control Manager
Planning Department
Bolsover District Council
The Arc, High Street
Clowne
Derbyshire S43 4JY

Minicom: 01629 585400
Telephone: 01629 538655
Ask for: N Knowles
Our ref: HDC/NK/26511
Your ref: BOL/19/00583/OUT
Date: 27 November 2019

Dear Mr Fridlington

**Proposed Residential Development
Land to Rear of 7 – 53 Mansfield Road, Glapwell**

I refer to the above outline application that has been forwarded to this Authority for highway comments together with previous correspondence concerning development of this site. I note that all matters apart from access have been reserved.

The submitted details propose a development of up to 65no. dwellings all served via new estate streets off of an extension to Park Avenue.

A Transport Statement has been submitted in support of the proposals that also takes into account a potential further application for residential development on the adjacent Glapwell Nurseries site.

The Statement includes assessment of existing off-site highway junctions concluding that there would be adequate capacity to accommodate the development proposals at all locations assessed without need for mitigation. It's noted that the junction of Bolsover Road with The Hill and Rowthorne Lane has been carried out using LINSIG, a suite of programs more usually associated with design of junctions operating under signal control. Whilst it's considered that LINSIG may not provide a reliable outcome where none of the approaches to the junction are signalised when compared against a more conventional (PICARDY) capacity assessment, the cumulative effect of the developments will add approximately 30no. vehicles turning right out of Bolsover Road in the peak hour (i.e. circa one every two minutes) and, this being the case, it's considered that re-assessment would be unlikely to significantly alter the conclusions.

Comments with respect to the Travel Plan are appended to this response. It's recommended that funding of £3,750 is secured for monitoring of the Travel Plan over a period of 5 years (i.e. £750 p.a.)

As access is not a reserved matter, the Highway Authority would expect a detailed design of the initial length of proposed extension to Park Avenue on an accurate topographical survey base to be submitted demonstrating requisite revisions to the existing highway e.g. removal of widened carriageway, extension of existing footways, accommodation works at existing driveways currently level with the carriageway, etc.

Layout is a reserved matter therefore no specific comments will be made with respect to the indicative internal site layout submitted. Any layout submitted in association with a subsequent Full or Reserved Matters application will need to generally comply with the recommendations contained within the Delivering Streets and Places design guide. Due to the existing overlong straight alignment of Park Avenue a tight bend should be provided immediately on entering the development site with priority given to the perceived greater flows of traffic to/ from the south (rather than a simple priority junction as currently shown).

Suitability of proposed turning facilities for use by a Large Refuse Vehicle of 11.6m length should be demonstrated by means of appropriate swept paths and all proposed dwellings should be located within the maximum recommended man carry distance of 25m of a turning facility suitable for use by a typical supermarket delivery vehicle.

Forward visibility sightlines will need to be demonstrated at bends together with exit visibility at the junction. Exit visibility sightlines will need to be demonstrated at private drives/ parking spaces with any areas in advance falling outside of the proposed highway identified to be maintained clear of all obstructions greater than 1.0m in height (600mm in the case of vegetation).

Creation of potential pedestrian/ cycle links with the proposed adjacent development site are noted. A further link with Blacksmiths Close is also referred to within the Transport Statement, however, this does not appear on the indicative site layout drawing and the road concerned does not form a part of the adopted highway. As access is not a reserved matter, it should be clarified whether or not a link via this route is intended and, if so, if the appropriate access rights are in place.

Advice will need to be sought from the Highway Authority's Rights of Way Section for any Works that may affect the existing Footpath crossing the site.

Each dwelling should be provided with adequate off-street parking space with sufficient aisle width to enable manoeuvring to/ from spaces. Each space should be of 2.4m x 5.5m minimum dimension (2.4m x 6.5m where in front of garage doors) with an additional 0.5m of width to any side adjacent to a physical barrier e.g. wall, hedge, fence, etc. Garages should be of 3.0m x 6.0m or 6.0m x 6.0m internal dimension for single and double respectively if to be included within off-street parking provision.

Measures will be required to prevent surface water run-off from areas at a higher level than the roads from entering the proposed highway.

Areas should be provided adjacent to, but not within, the proposed highway for standing of waste bins on refuse collection days.

Therefore, as access is not a reserved matter, it's recommended that the applicant is given opportunity to submit a more detailed design on an accurate survey base demonstrating how the extension to Park Avenue is to be formed in addition to clarifying proposed pedestrian/ cycle access.

Yours sincerely,

Development Control

Land To The Rear Of 7 - 53 Mansfield Road, Glapwell Travel Plan comments November 2019

Design considerations

Consider provision of the following at each residence, in consultation with the local planning authority:

- Secure and accessible cycle storage, see: <https://www.cambridge.gov.uk/media/6771/cycle-parking-guide-for-new-residential-developments.pdf>
- Infrastructure to enable high speed broadband connection at each residence. As a minimum the development should provide the necessary ducting within the site to facilitate FTTP. (Fibre to the Premises). <https://www.openreach.com/fibre-broadband/fibre-for-developers>
- Infrastructure to enable the provision of electric vehicle charging points, either (i) as an option for new home owners, or (ii) for later installation by others.

Consider shared space design principles where appropriate, in consultation with the Local Planning Authority.

Pedestrian walkways at all proposed access points should be provided to relevant standards to match into existing provision, complete with lighting, surfacing and dropped tactile kerbs as appropriate.

3.1 Role of the Travel Plan Coordinator

The duties of the Travel Plan coordinator should include the provision of personalised travel planning for all new households upon occupation.

5.3 Cycling

See design comment above re provision of accessible cycle storage.

5.4 Public transport

See design comment above re improvements to existing bus stops on A617.

The developer is encouraged to negotiate with local bus operators to offer 'taster tickets' or similar discounts for public transport use. Services in Glapwell are operated by TM Travel, Trent Barton and Stagecoach. Contact:

TM Travel. David Boden, General Manager TM Travel, DavidBoden@tmtravel.co.uk T 01142 633897

Trent Barton. Vicky Williams, Commercial Manager Vwilliams@trentbarton.co.uk 01773 536497.

Stagecoach East Midlands. Dave Skepper Dave.Skepper@stagecoachbus.com

Taster tickets should be available to all households as part of the travel welcome pack, and should be valid for a minimum of one week's commuter journeys on the selected operator's services. A suitable budget should be set aside for this purpose.

5.7 Reducing the need to travel

See design comment above re provision of infrastructure to facilitate fibre to the premises (FTTP).

5.8 Residential Travel Pack

Noted. A copy of the draft travel pack should be submitted to Derbyshire County Council for comment and approval prior to first issue.

The travel welcome pack should include the following, where not already considered:

Public transport

- www.derbybus.info/ for timetable and route maps for bus services throughout Derbyshire.
- www.nationalrail.co.uk for all rail services.

Journey Planning

- www.travelineeastmidlands.co.uk for all mode journey planning.

Cycle information

- www.derbyshire.gov.uk/leisure/countryside/access/cycling/default.asp for cycling information throughout Derbyshire, including the Cycle Derbyshire map.

Other useful cycle related websites:

- www.sustrans.org for details of the National Cycle Network.
- www.lovetoride.net for cycling rewards and incentives.
- <http://bikeweek.org.uk/> for details of the national cycling focus week.

Walking

- <https://www.derbyshire.gov.uk/leisure/countryside/access/walking/default.asp> for walking information throughout Derbyshire.

Car Club

- www.enterprisecarclub.co.uk for details of Enterprise Car Club, the commercial Car Club currently in operation in Derbyshire.

Additional comments:

Communication and marketing

Consideration should be given to the establishment of:

- A site based website, detailing all travel options for all existing and potential residents.
- A social media presence, e.g. facebook page or twitter account, to facilitate prompt communication between the Travel Plan coordinator and residents.

Residents group

Dependent upon interest and demand, consideration should be given to the establishment of any or all of: (i) a residents group, (ii) a walking group, (iii) a BUG (bicycle user group) or (iv) a dedicated travel plan group. It is to this group (whichever is established or most pro-active) that responsibility for the Travel Plan should be passed beyond the initial monitoring period.

Travel Plan as a working document

The Travel Plan is a working document, and should not be seen as exhaustive. It will be subject to change in the light of progression and completion of the development, results of actions undertaken, and responsive to results of future travel surveys.

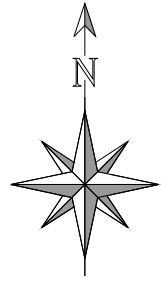
Travel Plan Monitoring

Derbyshire County Council is now able to offer an online toolkit known as STARSFor, <https://starsfor.org/> for the purposes of Travel Plan monitoring. This is

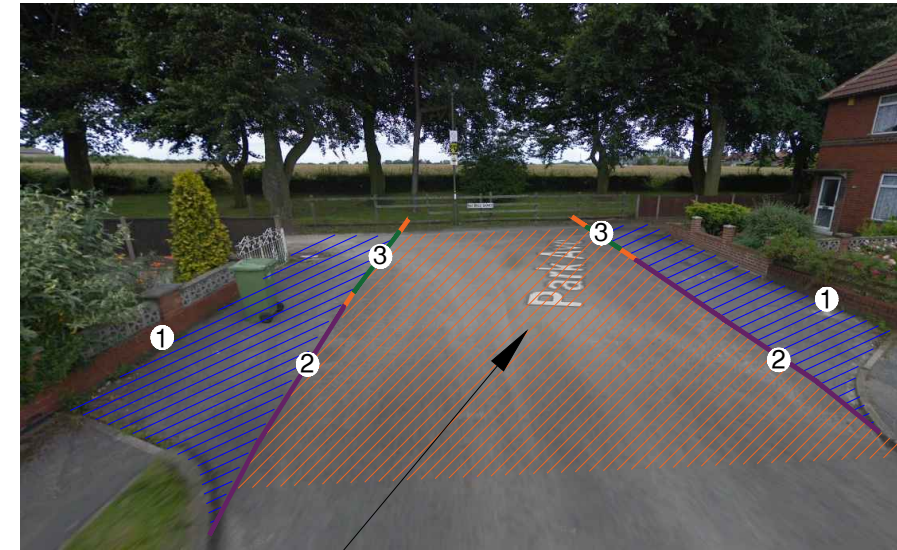
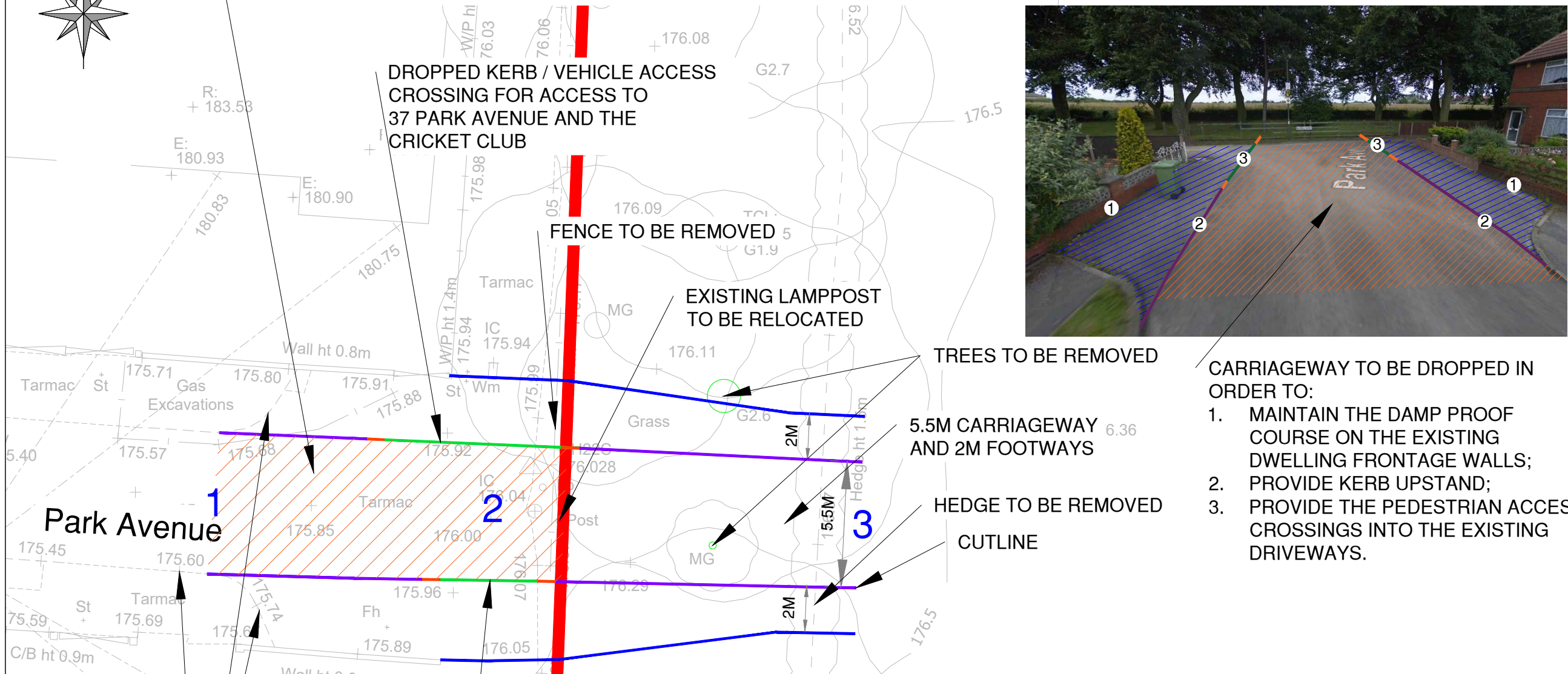
available for a fee payable to Derbyshire County Council, and enables the user to input monitoring data and track modal shift. This replaces any other travel plan monitoring fee that may be charged. Should this be of interest, please contact the Derbyshire County Council Sustainable Travel Team: sustainable.travel@derbyshire.gov.uk .

Other means of monitoring travel plans exist. There is no obligation to use STARSFor

Appendix B – Drawing 14332-RLL-19-XX-DR-D-5001E



EARTHWORKS REQUIRED TO DROP THE EXISTING TARMAC LEVEL IN ORDER TO ENSURE THE FOOTWAY EXTENSIONS AND VEHICLE ACCESS CROSSINGS CAN BE ACCOMMODATED. EXACT LEVELS AND EXTENT OF CONSTRUCTION WORKS TO BE CONFIRMED AT DETAILED DESIGN STAGE.



CARRIAGEWAY TO BE DROPPED IN ORDER TO:

1. MAINTAIN THE DAMP PROOF COURSE ON THE EXISTING DWELLING FRONTAGE WALLS;
2. PROVIDE KERB UPSTAND;
3. PROVIDE THE PEDESTRIAN ACCESS CROSSINGS INTO THE EXISTING DRIVEWAYS.

Key:

- Site Boundary
- Dropped Kerb
- Transition Kerb
- Raised Kerb
- Back of Footway
- Tarmac Area to be Leveled

NOTE
Preliminary scheme based upon information provided / available at the time.

Detailed design subject to further review and amendment if required via S278 / technical approval process, to be secured via condition.

Do not scale from this drawing.

Rev	Date	Amendments	By	Chk
E	15/01/20	Amended Labels	JWL	NS
D	08/01/20	Amended Longsection	JWL	NS
C	18/12/19	Label Amendments	JWL	NS
B	18/12/19	Long Section Added	JWL	NS
A	17/12/19	Footway Amendments	JWL	MWH



Client
Stuart Hill

Project
Land off Park Avenue

Drawing Title
Proposed Site Access Arrangement

Status
For Issue

Scale	Drawn	Checked	Date
A3@1:200	JWL	MWH	10/12/19

Drawing No. 14332-RLL-19-XX-DR-D-5001 Rev. E

