ARMSTRONG STOKES & CLAYTON LIMITED
Civil & Structural Engineering Consultants

Planning Application
For Residential Development

Land at Moor Lane
Kirk Langley
Derbyshire

Technical Note 1
Response to DCC Highways
Comments Dated 07/10/25

November 2025

AUTHOR:	AR/JS
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REPORT REF:	W155 Moor Lane, Kirk Langley, Derbyshire TN1
STATUS:	FINAL

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Introduction

Armstrong Stokes and Clayton has been appointed to advise on the access and transport issues associated with an outline planning application for the development of 49 dwellings on land to the west of Moor Lane in Kirk Langley, Derbyshire.

The local highway authority, Derbyshire County Council (DCC) has reviewed the Transport Statement (TS) submitted with the application and subsequently issued comments on 07/10/25. This Technical Note (TN) provides a full response to each issue raised, with the DCC comments highlighted in italics and the ASC response shown below in bold type in each instance.

This Technical Note should be read in conjunction with the submitted Armstrong Stokes & Clayton Transport Statement report dated August 2025, and where required, draws data from it.

Travel Plan Statement (TPS)

The proposed development, if limited to no more than 49 dwellings, would not be required to provide a travel plan (TP), in accordance with the development thresholds specified in Section 2.2 of the highway authority's Planning, Streets, and Places (PSP) design guide.

However, the current TP guidance used by the highway authority accords with that used by Nottinghamshire, at: Nottinghamshire County Council Travel Plan Guidance. Given that the proposed development would comprise up to 49 dwellings, close to the 50-dwelling threshold at which a TP would be required, it is recommended that a TP Statement (TPS) should be provided, as per section 17 of the above document.

A TPS can be secured by planning condition.

Given that the number of dwellings proposed within the development will be limited to 49 the threshold for requiring a Travel Plan or Travel Plan Statement will not be reached. For this reason and in accordance with the PSP design guide it is not considered necessary to provide this document.

Transport Statement (TS)

The highway authority has the following observations on the August 2025 TS submitted in support of this planning application, using the TS paragraph numbers for reference.

Paras 1.3 and 2.9 – initial observations in relation to the accessibility of the site are that the TS:

1. *Does not assess mode shares or the likely volumes of pedestrian and cycling trips to/from the proposed development. Nor does it consider their impacts on the pedestrian and cycle networks in the vicinity of the site.*

The anticipated development modal split has been calculated as shown within Table TN01 below. Proportions for each transport mode have been derived from the 2011 National Census journey to work data for the population ward within which the site is located. The 2011 census data has been adopted in preference to 2021 data which would have been affected by Covid 19 travel and working restrictions in force at that time. The raw census data can be seen at Appendix A of the TN.

Table TN01: Predicted Modal Split for Development Trips

Transport Mode	Proportion of Residents
Rail	1.5%
Bus	2.5%
Taxi	0.0%
Motorcycle	1.0%
Car Driver	80.5%
Car Passenger	5.0%
Bicycle	2.0%
On Foot	6.5%
Other	1.0%

Based on the above modal splits it is predicted that 8.5% of overall development trips will be undertaken on foot and by cycle. In relation to the potential impact on pedestrian and cycle networks, this is predicted to be low given that the development of 49 dwellings is relatively limited in scale and below the accepted transport assessment threshold.

2. *Provides no assessment of the adequacy of the pedestrian and cycle networks in the vicinity of the site, including pedestrian and cycle routes to the primary school, and makes no proposals to improve accessibility on foot or by cycle, contrary to paras 115 and 117 of the National Planning Policy Framework (NPPF).*

In relation to pedestrian facilities, as outlined at Section 2 of the submitted TS, an existing footway runs along the eastern side of Moor Lane from the site frontage to its junction with the A52. This footway provides access to the local primary school located approximately 150m to the north of the site. As outlined at Section 3 of the TS the development will provide suitable connections and a crossing point providing residents with access to the existing footway and bus stop on the eastern side of the road. A review of the pedestrian route to the primary school and A52 suggests that it is in a reasonable state of repair. At the A52 junction a dropped kerb crossing point incorporating tactile paving and a pedestrian refuge is provided across Moor Lane. Also, at the immediate approach to the junction a footway commences on the western side of Moor Lane. These routes should therefore be considered adequate to serve the development and provide a pedestrian connection to local facilities. Images TN01 – TN03 illustrate the Moor Lane eastern footway between the site and primary school / A52.



Image TN01: Moor Lane Site Frontage (North to Bus Stop)



Image TN02: Moor Lane, Primary School Frontage



Image TN03: Moor Lane / A52 Junction

In relation to cycle facilities there are no designated cycle paths or routes within Kirk Langley. However, as outlined within Section 2 of the TS local roads within Kirk Langley in the vicinity of the site are typically conducive to cycling being well lit and subject to low 30 mph – 40 mph vehicle speeds. Measures to improve connectivity will be delivered via the introduction of new sections of footway and pedestrian crossing facilities as part of the development access proposals.

3. *Presents no isochrone plan showing actual walk trip lengths. However, the TS does demonstrate that a comprehensive mix of local amenities, e.g. shops, secondary school, and significant employment facilities, is not available within walking distance of the site (the employment site on Church Lane and off the A52 are limited and the latter has poor quality footway links).*

Walking trip lengths to key local facilities have been calculated using Google Earth and are set out within Table 2.1 of the TS. In relation to access to higher order facilities, services and employment Derby City can be conveniently reached via bus services operating from Moor Lane and the A52 with a good combined service frequency of 3 buses per hour at peak times on a weekday. In

relation to local employment opportunities the existing modal splits outlined at Table TN01 confirm that a number of existing Kirk Langley residents travel to work on foot and therefore it is reasonable to assume that new residents of the Moor Lane development will also do so. The A52 employment area can be accessed on foot via a continuous good quality surfaced pedestrian route which runs along the northern side of the road from the Moor Lane junction.

4. *Provides no assessment of off-site cycling infrastructure. Off-road cycle routes are not available in Kirk Langley.*

The lack of off-road cycle routes has been acknowledged above and within the TS, however local roads are conducive to cycling trips.

5. *Cannot confirm that the site is within reasonable walk or cycling distance of rail facilities and does not consider whether local bus services provide direct linkage to Derby rail station.*

Within the TS it is acknowledged that the site is not within walking or a short cycling distance of the nearest rail station which is Derby. Both the Swift and number 2 bus services operating from Kirk Langley stop at the bus station within Derby City Centre which is located 800m or a 10 minute walk from Derby rail station. The number 2 route also stops within 600m of the rail station. These walking distances should be considered acceptable as part of a longer journey by rail.

6. *Does not propose an appropriate package of off-site infrastructure to improve pedestrian, cycle, and public transport accessibility.*

The development will provide suitable pedestrian connections and improvements to Moor Lane to enable convenient access to local facilities including public transport (bus stops). This package is appropriate for the scale of development proposed.

7. Does not make proposals for maximising accessibility within and to/from the site.

The on site layout of roads and footpaths is a reserved matter, at that stage further details will be provided in relation to maximizing accessibility and pedestrian / cycle connections within the development. However, Section 3 of the TS and the illustrative site layout confirms that a high degree of connectivity between the residential development area, public open space within the southern section of the site and off site pedestrian routes is envisaged. This incorporates the existing public right of way FP 17 which runs through the site.

8. Provides no assessment of cycle facilities at trip-ends.

Beyond Kirk Langley it is envisaged that facilities within Derby to the southeast will be the primary destination for cycle trips, accessed via the A52. The Derby Active Travel Map can be seen at Appendix B of the TN and illustrates the designated cycle routes available on and in the vicinity of the A52 approach to the city centre from the northwest. These are numerous and include National Cycle Routes 54 and 68.

9. Does not provide a TPS.

As outlined above a TPS is not considered necessary or to be in accordance with the PSP design guide.

Paras 2.10 to 2.12 – it is clear from TS Table 2.1 and Figure 2.5 that facilities are lacking within walking distance of the site. Save for access to the primary school, walking is unlikely to be a convenient option for most trips.

In addition to the primary school, other local facilities including employment can be accessed with a reasonable walking distance. The existing modal splits outlined at Table TN01 confirm that a number of Kirk Langley residents (6.5%) currently walk to work. Walking is therefore an option for trips other than just to the primary school.

Para 2.13 – much of the cycle catchment illustrated on TS Figure 2.6 lacks significant employment, retail, educational, and leisure facilities with a lack of off- road cycle routes, with much of the catchment including open countryside. TS Figure 2.6 therefore overstates cycle accessibility. Cycling is unlikely to be a convenient option for most trips.

The west and southwest extent of the 5 km cycle catchment shown on TS figure 2.6 includes areas of Mickleover and the Mackworth Estate on the edge of Derby. These locations provide retail facilities and junior / secondary schools accessible within a convenient cycle.

Paras 2.14 and 2.15 – the highway authority seeks a financial contribution to improve bus infrastructure in the vicinity of the site. A contribution of £20,000 is required to improve accessibility at the bus stops serving destinations in both Derby and Ashbourne. In addition to improving accessibility, this would allow the highway authority to replace the dated bus shelter at the Derby bound bus stop on Moor Lane. The contribution should be secured through a Section 106 agreement.

The DCC contribution proposal is under consideration by the applicant in consultation with the local planning authority.

Para 2.16 – rail is unlikely to provide a convenient mode of travel for most trips generated by the proposed development.

The nearest rail services at Derby Station can be accessed via reasonably frequent bus services from Kirk Langley with city centre stops located within a reasonable walk of the station.

Para 2.17 – see comments on TS paras 1.3 and 2.9 above. Further information is required to more fully examine the accessibility of the site. The applicant should seek to demonstrate compliance with, or come forward with measures that satisfy, the requirements of NPPF paras 115 a) and b) and 117 a) and b). For example, the applicant should provide an audit of existing active travel routes/facilities and come forward with improvements to better facilitate active travel and use of the bus (see later

comments on the site access arrangements). PSP para 2.2.24 confirms that "Sites which have a poor relationship to amenities, services, education and employment by active travel modes are unlikely to receive a positive recommendation." A conclusion on the degree to which the proposed development can satisfy PSP, and relevant NPPF and development plan transport policies, will depend upon the submission of further information and details as outlined in these observations and whether such information satisfactorily addresses the issues raised.

This TN provides the additional information required to examine the accessibility of the site including a further review of pedestrian routes to local facilities, cycle facilities at trip destinations (Derby) and connectivity between public transport modes.

Paras 2.24 and 2.25 - the TS does not specify the period within which accident data has been obtained. However, "Crashmap" accident data is routinely out-of-date, and the earlier part of the assessment period will span periods of Covid19 lockdown. Up-to-date accident data should be analysed within the TS study area and can be obtained from DataQualityRRD@Derbyshire.Police.uk. Accident causation/conflicts should be analysed.

PIC accident data for the most recent 5 year period available has been obtained from Derbyshire Police. The data and accident plots can be seen at Appendix C of the TN. The submitted TS investigated an accident study area involving Moor Lane to the north of the site and its junction with the A52. Using data from Crashmap the TN identified that no accidents were recorded at Moor Lane with 2 'slight' accidents recorded at the A52 junction. A review of the data obtained from Derbyshire Police confirms again that no accidents were recorded at Moor Lane with 3 'slight' accidents at the A52 junction. All three accidents involved vehicles turning right from the A52 into Moor Lane but only involved slight injuries. The TS via detailed peak hour capacity assessments demonstrated that the Moor Lane / A52 junction will incur a negligible impact resulting from development traffic. The TS conclusion that the development will not be detrimental to highway safety therefore remains valid in light of the updated accident analysis.

Para 4.2 – NPPF para 115 is incorrectly quoted, ignoring the increased emphasis on prioritising sustainable access (i.e. at NPPF para 115 a)).

Para 4.3 – NPPF para 116 is incorrectly quoted, ignoring the requirement for mitigation prior to consideration of highway safety and capacity impacts.

Noted, however the TS and this TN has fully considered sustainable access and any need for mitigation.

Para 5.2 – the TRICS-based trip rates, and resulting traffic generation estimates, appear reasonable for the purpose of this assessment.

Para 5.3 – the TS provides no quantitative evidence to justify the trip distribution and traffic assignment assumptions. However, variation in such estimates is unlikely to result in a different traffic impact assessment study area compared to that identified in the TS. The TS study area is therefore agreed.

Para 5.4 – the TS provides no quantitative evidence to justify the trip distribution and traffic assignment assumptions at the Moor Lane/site access junction. However, variation in such estimates is unlikely to affect the assessment of site access capacity.

Para 5.5 – the trip distributions and traffic assignment estimates at the A52/Moor Lane junction are based on existing turning movements at that junction, where high proportions of traffic using Moor Lane turn to and from the A52 to the west. This may occur, as explained in TS para 5.4, due to traffic travelling between Ashbourne and the west and Derby and the east using Moor Lane in preference to the A52 east of Kirk Langley. The development trip distribution and traffic assignments at the A52/Moor Lane junction are not therefore accepted as they may not accurately portray development-related traffic movements to and from the application site (but see below).

Paras 6.3 and 6.4 – the assessment year should be 2032, not 2030 (but see below).

Paras 6.5 to 6.7 – notwithstanding the above issues, the Moor Lane/site access capacity assessments show that the site access would operate well within capacity.

Variations in trip distributions and assessment year would be unlikely to alter this finding. The highway authority therefore considers that the site access will operate satisfactorily in capacity terms. No further site access capacity assessments are required.

Paras 6.8 to 6.9 - notwithstanding the above issues, the A52/Moor Lane capacity assessments show that the junction would operate well within capacity with minimal impacts arising from the additional development-generated traffic. Variations in trip distributions and assessment year would be unlikely to alter this finding. The highway authority therefore considers that the proposed development will not give rise to material impacts on the capacity of the A52/Moor Lane junction. No further capacity assessments are required at the A52/Moor Lane junction.

Para 6.10 – the conclusion at TS para 6.10 may be acceptable subject to the further analysis of accidents recommended in the earlier observations on TS paras 2.24 and 2.25.

It is noted that the highway authority accepts that the development access will operate satisfactorily in capacity terms and that the A52 / Moor Lane junction will operate with minimal impacts arising from the development. Given that the updated accident data presented within this TN confirms a limited accident record for the above junction, the conclusion at para 6.10 of the TS that the development will not have a severe impact on the highway network remains valid.

Chapter 7 - having regard to the above issues, and those set out below, the highway authority does not accept all the summary and conclusions set out in TS chapter 7. A revised TS, which satisfactorily addresses these observations, should be submitted. The TS should also consider construction traffic impacts and mitigation.

It is considered that this TN provides sufficient additional information for the highway authority to accept the overall conclusions of the TS. In relation to construction traffic, measures to control and mitigate this can be addressed via a planning condition.

Site Access Layout

PSP para 5.8.1 requires accesses serving more than 10 dwellings to accord with the relevant design characteristics for adoptable roads. In this instance, the appropriate road type to serve the proposed development is a "Pedestrian Prioritised Street", as defined in PSP section 5.7. Such streets should have a carriageway width of at least 5.5m (but with sufficient width at the main point of access to accommodate two-way traffic movement, to be demonstrated by swept path plots – which the TS does not provide), verges to provide space for the provision of street trees (in accordance with para 136 of the NPPF), and 2 no. 2m wide footways on both sides of the carriageway.

Contrary to the statement in TS para 3.4, the site access scheme does not comply with the highway authority's design requirements.

To address the above comments a revised access layout has been prepared Figure 3.1A which can bee seen at Appendix D of the TN. The layout incorporates a 5.5m wide carriageway and 2.0m wide footway on both sides of the carriageway. In relation to trees / landscaping, further details would be submitted for approval at the reserved matters stage with landscaped areas adjacent to the access road to remain private. To demonstrate that the access layout can accommodate two-way vehicle movements, swept path assessments have been undertaken using a refuse lorry and delivery van typical of the size used for parcel / home food deliveries. The results of this exercise can be seen at Appendix E of the TN. It is considered that the revised access layout should comply with the highway authority design requirements.

The applicant's proposed access layout is shown on drawing number W155 – Figure 3.1. That illustrates a simple priority T-junction incorporating a 5.5m wide carriageway and 6.0m bell mouth radii.

A 2m wide footway is provided around the bell mouth radius on only the northern side of the access road. No footway is shown around the southern bell mouth radius. The proposed site access does not comply with PSP in this regard.

The above issues are addressed by the revised access layout Figure 3.1A.

Dropped kerbs with tactile paving are shown on both sides of the site access road but these are offset to the west of Moor Lane, which is not appropriate.

The above issue is addressed by the revised access layout Figure 3.1A.
The final location and specification for tactile paving for the development can be agreed / finalised at the detailed design stage.

Locating the site access opposite the Moor Lane bus stop is problematic in highway and pedestrian safety terms, particularly as pedestrians may be encouraged to cross Moor Lane between the site and the bus stop where no footway or dropped kerb facilities serve the pedestrian desire line.

Dropped kerbs are shown on both sides of Moor Lane to the north of the proposed site access, to provide for pedestrians to cross to the footpath serving the primary school to the east of Moor Lane. However, the pedestrian route to the bus stop on the eastern side of Moor Lane, via those dropped kerbs, would be indirect and pedestrians would be likely to cross Moor Lane away from the proposed crossing point.

Having regard to the above, consideration should be given to relocating the access.

The site access scheme should also include a proposal to improve the width of the footway on the eastern side of Moor Lane to provide improved access to the bus stop, with greater width adjacent to the shelter, and between the bus stop and the footpath on the eastern side of Moor Lane.

Figure 3.1A illustrates that a new section of footway is proposed along Moor Lane to the south of the access leading to a proposed dropped kerb crossing located immediately to the south of the bush shelter on the eastern side of Moor Lane. This serves a direct pedestrian desire line between the development site and bus stop, encouraging residents to use the crossing. To facilitate the crossing on the eastern footway the existing circulation / waiting area to the front of the shelter has been increased.

The section of footway and crossing point to the north of the access is proposed, connecting to the footpath serving the primary school. The existing footway width to the east is to be slightly increased to facilitate a tactile pedestrian crossing.

Thus, the proposal within Figure 3.1A will maximise connectivity. It is therefore considered that the revised layout negates the need to relocate the access.

The site access plan includes a note stating "Existing pedestrian safety fencing to be re-positioned as required" in relation to the existing facilities on the eastern side of Moor Lane. The scheme should be amended to avoid the need to relocate the fencing.

This issue is addressed by Figure 3.1A, with the pedestrian safety fencing to be retained in its current location.

Adopting the correct 85th percentile traffic speeds (see comment on TS para 2.23 earlier), and assuming level approaches and HGV proportions of less than 5% on Moor Lane, the appropriate major road visibility splay distances on the Moor Lane approaches to the site access should be 40m to the north and 67m to the south. The site access visibility splays should be detailed accordingly. New hedgerow planting should be offset 1m from visibility splay lines to allow for future growth.

It should be noted that with a northbound 85th percentile speed reading of 37.1mph the visibility splay to the south should be 59.0m in accordance with 4.8.2. of the PSP design guide. However, the splays outlined by DCC can be achieved at the site access as illustrated in Figure 3.1A. Any new planting will be offset as suggested.

The vehicular access is not linked to the FP17 connection to Moor Lane towards the southern end of the site frontage. A 2m wide footway should therefore be provided over most of the site frontage to ensure that the main site access and footpath are linked.

Providing the additional footway suggested would be unacceptable on environmental / landscape grounds due to excessive loss of an existing hedge.

For this reason, access to FP 17 will be within the site via an internal footway link from the development access road.

Located on the eastern side of Moor Lane, served by Fieldon Close, is the recent 35 dwelling development scheme permitted under planning applications AVA/2020/1226 (outline) and AVA/2022/0646 (reserved matters). That scheme includes a footpath link between the site and the A52 to the north of the site which, together with the footways within that site, links Moor Lane with the A52. It also provides access to the primary school. Some residents of the proposed development may therefore choose to use FP 17 to walk between the application site and Fieldon Close, rather than using the route via the main site access and Moor Lane.

People may also choose to walk along Moor Lane to FP 17 to reach the proposed play area, rather than walking through the site.

The above points reinforce the need to provide a footway along the western side of Moor Lane, which will also provide a safe link between FP 17 and Fieldon Close.

It is considered that the most direct pedestrian route between the proposed development / play area and Fieldon Close would be via the proposed Moor Lane access. For this and the landscape / environmental reasons outlined above it should not be necessary to provide an additional section of footway on the western side of Moor Lane.

Dropped kerbs with tactile paving should be shown, to provide a safe crossing facility between the western footway and Fieldon Close.

With consideration of the pedestrian crossing facilities provided at the site access along the desire lines, it is not considered necessary to extend the western footway (see above) or provide a crossing to Fieldon Close.

Details of the proposed southern access (which should also provide for cycle access) should be provided. The applicant should ensure that pedestrians and cyclists using that access have safe standing space when waiting to cross Moor Lane with adequate

visibility in both directions along Moor Lane, together with adequate forward visibility for drivers on the Moor Lane approaches to the crossing point. Visibility distances within the 40mph speed limit should be determined by speed surveys or should be 120m in accordance with Design Manual for Roads and Bridges Design Standard CD109.

The development access proposals involve maintaining FP 17 within the site utilising its existing connection to Moor Lane. No southern access is therefore necessary or proposed.

Appropriate dropped kerb crossing facilities, with tactile paving, should be provided to accommodate pedestrian crossing movements over Moor Lane in the vicinity of the southern pedestrian access.

No southern access or pedestrian crossing facilities are proposed.

The TS provides no swept path plots to demonstrate service vehicle access or the ability of the site access to accommodate unobstructed two-way movement within the access bell mouth.

The required swept path assessments can be seen at Appendix E of the TN.

Having regard to the above observations, the TS fails to demonstrate an appropriate means of access. The access scheme cannot therefore be approved as a non-reserved matter.

Revised site access details are required to address the above issues.

A comprehensive plan showing an amended site access layout (which accords with PSP), safe and convenient arrangements for pedestrians on both sides of Moor Lane in the vicinity of the site access, footway provision along the Moor Lane site frontage, bus stop improvements, and safe pedestrian/cycle links between Fieldon Close and the site should be provided. If a scheme can be agreed in-principle, that will then have to be subject to road safety audit.

The revised access layout Figure 3.1A submitted with this TN, addresses the issues raised by the highway authority and is considered to be sufficient to demonstrate an appropriate means of access. Following agreement in principle of the layout, a road safety audit would be undertaken at the detailed design stage.

Public Right of Way (PRoW)

Kirk Langley FP 17 runs through the proposed development and is recognised within the plans. The minor road shown on the illustrative site layout runs alongside the line of FP 17. There are also proposals for an "informal pedestrian route" shown through the green open space just south of the definitive line of the path (see below).



Guidance in Rights of Way Circular 1/09, section 7.8 states: "In considering potential revisions to an existing right of way that are necessary to accommodate the planned development, but which are acceptable to the public, any alternative alignment should avoid the use of estate roads for the purpose wherever possible and preference should be given to the use of made up estate paths through landscaped or open space areas away from vehicular traffic."

In this instance, the definitive line of the path would effectively be subsumed within the highway, yet there is clearly an available alternative route being offered through a green landscaped area. It is appreciated that the path has been considered within the proposals which has created the line for the frontage to the houses. However, to avoid the loss of approximately 160m of path to the highway, the highway authority

recommends that the path should be formally diverted towards the informal route just south of the definitive line, within the green landscaped corridor. The surface should be to highway authority standard and at least 2m wide. This route would be likely to be chosen by path users seeking visual amenity and enjoyment. Guidance states that, wherever possible, ways should be provided which pass through green corridors away from vehicular traffic which are acceptable to the public. As this is clearly possible with these plans, the path could be diverted and accommodated within these proposals. Further details can be obtained by contacting ETC.PROW@Derbyshire.gov.uk.

If there is a requirement to divert a PRoW the developer can apply to the local planning authority for an order under section 257 of the Town and Country Planning Act 1990. Temporary closure of paths will be permitted on application to the highway authority only where the path remains unaffected on completion of the development or, if a diversion is required under the provisions of the Town and Country Planning Act 1990, where that the Order has been confirmed. An application can be submitted for the diversion of the public footpath in advance of planning permission being granted.

Whilst the highway authority comments on FP 17 within the development are noted, it is not fully accepted that the development proposal will have a negative impact on the current route of FP 17 when considering the expansive adjoining open space area proposed. However, the comments will be considered in conjunction with DCC ROW Officer, with further details as deemed necessary submitted at the reserved matters stage.

Summary

Having regard to the above analyses, the highway authority does not consider that the TS demonstrates that the proposed development would comply with the relevant requirements of NPPF chapter 9, particularly NPPF paras 115 and 117, or the highway authority's PSP design guide.

It is considered that this TN, together with the revised access layout Figure 3.1A and submitted TS, provides sufficient information to demonstrate that the development will comply with the requirements of the NPPF chapter 9 and PSP design guide.

Appendix A

QS701EW - Method of travel to work

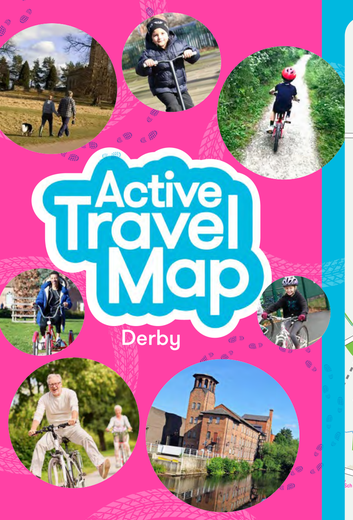
ONS Crown Copyright Reserved [from Nomis on 6 November 2025]

population	All usual residents aged 16 to 74
units	Persons
area type	2011 super output areas - lower layer
area name	E01019472 : Amber Valley 016D
rural urban	Total

Method of Travel to Work	2011
All categories: Method of travel to work	2,000
Work mainly at or from home	174
Underground, metro, light rail, tram	3
Train	15
Bus, minibus or coach	25
Taxi	4
Motorcycle, scooter or moped	15
Driving a car or van	910
Passenger in a car or van	58
Bicycle	26
On foot	68
Other method of travel to work	10
Not in employment	692

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, part

Appendix B



Active Travel Map

Derby

This map is designed to help you enjoy walking and cycling activities in Derby whatever your age or ability.

- Bridleways and minor roads are shown, but they may not always be suitable for cyclists
- Some bridleways are shown as routes where they are legally open to motor vehicles but rarely used by motorists
- National and local cycle route numbers are shown

Visit new places, spend leisure time away from the traffic and enjoy a breath of fresh air!

cycle derby

Derby City Council

connected

KEY

- Signed National Cycle Network on-road cycle route
- Signed National Cycle Network traffic-free cycle path
- Traffic-free cycle path
- Recommended on-road cycle route
- Orbital Route 66 on-road
- Orbital Route 66 traffic-free
- Bridleway
- Pedestrianised zone
- On-carriageway cycle lane
- Bus lane (cycling permitted)
- One way with cycle contra-flow
- Boundary line
- Path or track (no guaranteed right of way)
- 6 54 68 672 National Cycle Network route number
- 66 Regional Cycle Network route number
- University / College / School
- Post office / Library / Sports or leisure centre
- Hospital / Museum / Visitor information
- Bus station / Public house (edge of city only)
- Bike shop (see over for details)
- Wheeled sports freestyle park / BMX track

COMMON SIGNS

Common road signs and markings that you may come across when cycling through the city

- No entry (for all vehicles including cycles)
- Motor Vehicles Prohibited (cycles permitted)
- No cycling
- Segregated route
- Route for use by pedal cycles only
- Shared route for cyclists and pedestrians together
- With-flow cycle lane ahead
- Cycle lane
- Cycle route
- Cycle route forming part of the National Cycle Network

Advanced stop lines

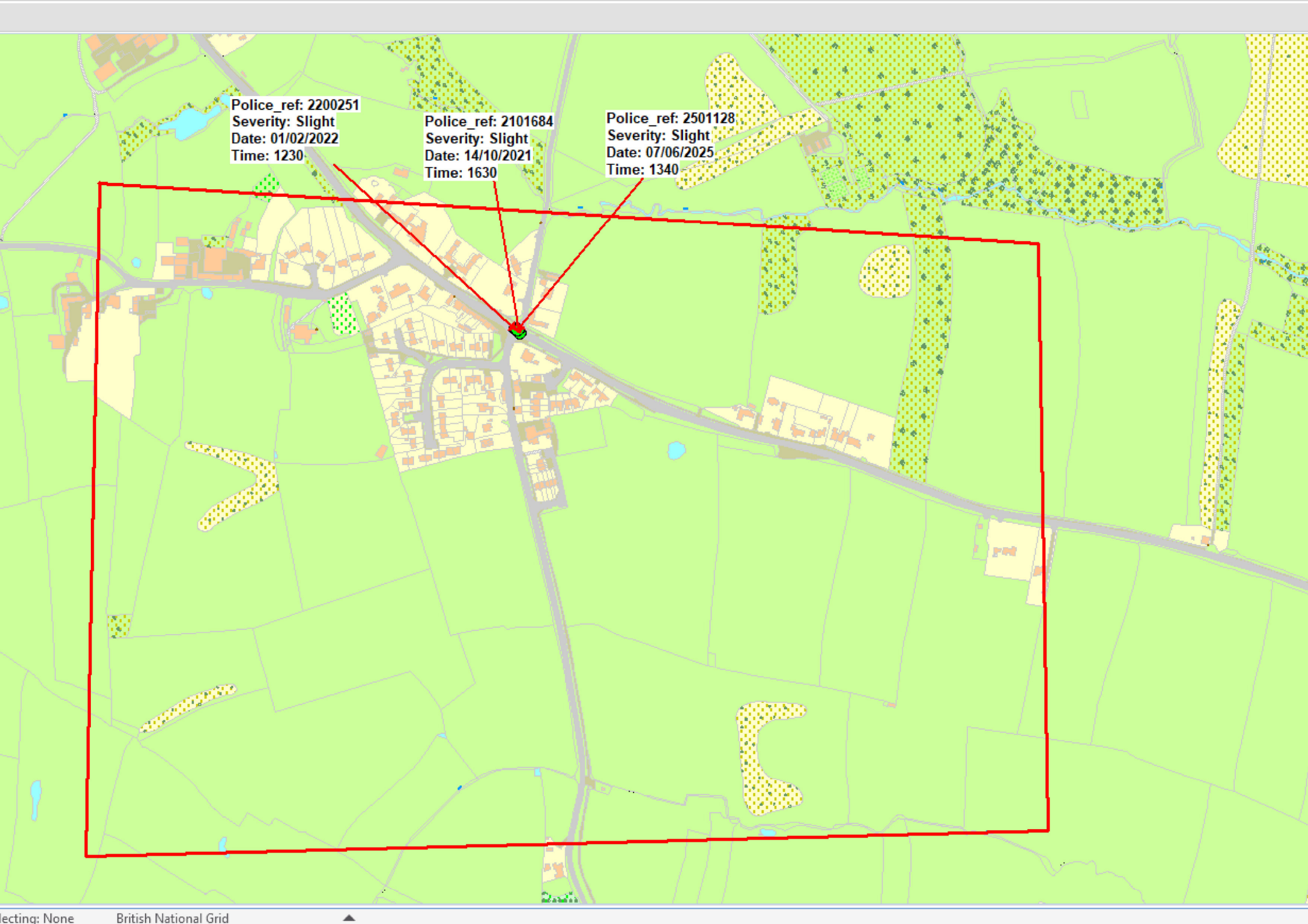
Advanced stop lines enable cyclists to negotiate junctions safely.

When the traffic signals are red, cyclists move ahead to a 'reservoir' area to position themselves safely ahead of motorists.





Appendix C


Police_ref: 2200251
Severity: Slight
Date: 01/02/2022
Time: 1230
Police_ref: 2101684
Severity: Slight
Date: 14/10/2021
Time: 1630
Police_ref: 2501128
Severity: Slight
Date: 07/06/2025
Time: 1340

INTERMEDIATE COLLISION REPORT
Total collisions: 3

Run on: 04/11/2025 14:58:44

Accidents between dates: 01/08/2020 and 31/07/2025
Selection: Selected using Manual Selection

Notes:

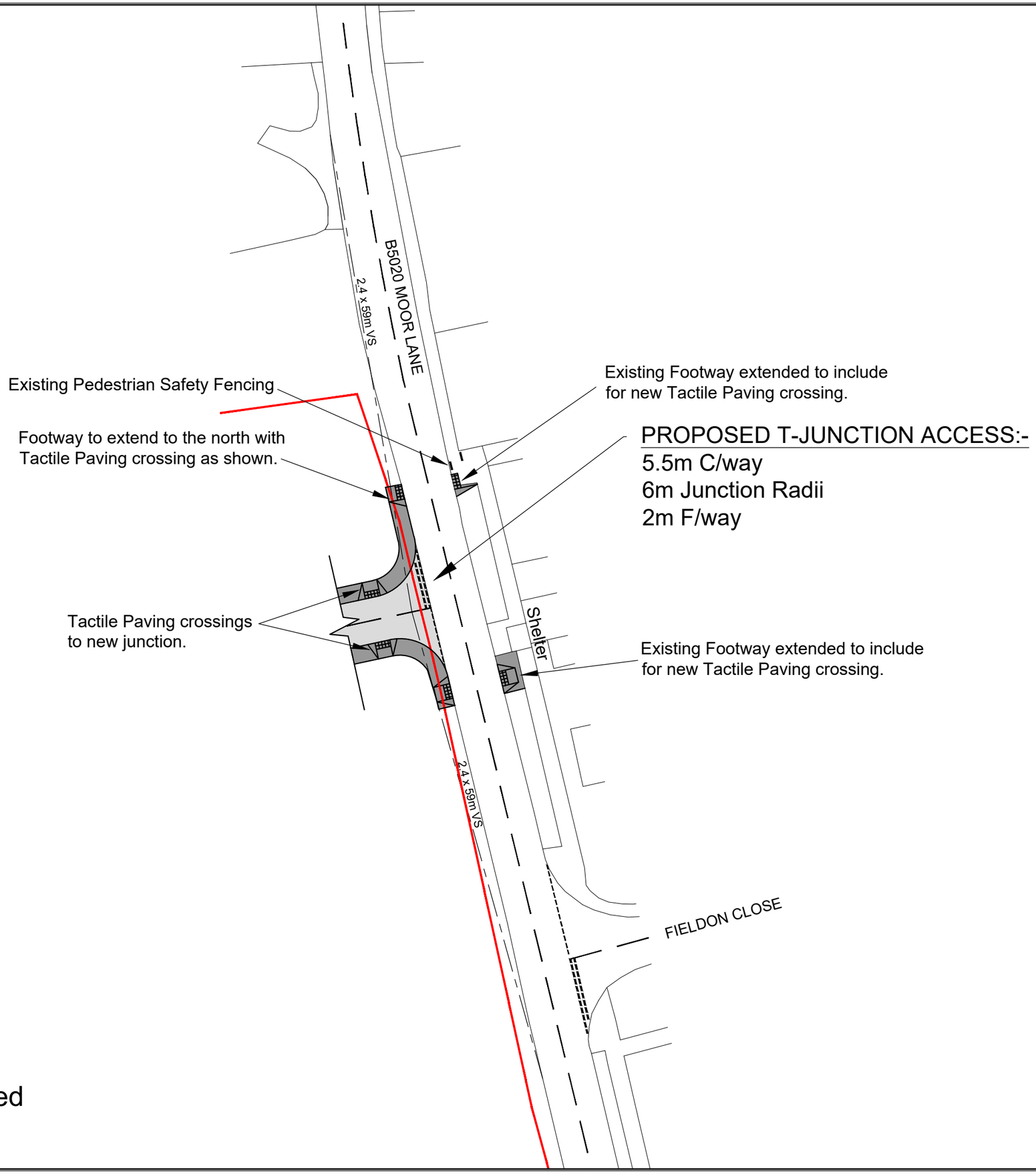
LAYOUT	Police Ref. Date Time Day Darkness / Light Severity Weather Rd cond Road No. Speed Grid Ref. Location Description POLICE OFFICERS ACCOUNT OF COLLISION	VEHICLE / CASUALTY DETAILS Veh No / Type Manoeuvre Direction Casualty Info

2101684	**14/10/2021**	1630 hrs	Thu	Daylight			
Slight	Unknown		Road Dry		Veh 1	Bus/coach	Going ahead	SE - NW	
A52	40 mph		E428893	N338853					
KIRK LANGLEY -A52 ASHBOURNE RD J/W FLAGSHAW LN (17706)					Veh 2	Car	Waiting to turn right	SE - NE	Casualty: Dri Slight
V2 WAITING AT JCT TO TURN RIGHT; V1 APPROACHES FROM THE REAR AND FAILS TO SEE V2 INDICATING AND APPLIES BRAKES BUT COLLIDES WITH THE REAR OF V2 (17706)									

2200251	**01/02/2022**	1230 hrs	Tue	Daylight					
Slight	Fine without high winds		Road Dry		Veh 1	Goods < 3.5t	Going ahead	NW - SE	
A52	40 mph		E428888	N338857					
ASHBOURNE-A52 ASHBOURNE RD J/W B5020 MOOR LANE (17706)					Veh 2	Car	Turning right	NW - SW	Casualty: Dri Slight
V2 TURNING RIGHT AND INDICATING TO TURN ONTO MOOR LANE WHEN V1 COLLIDED WITH THE REAR OF V2 PUSHING V2 ACROSS THE C/WAY (17706)									

2501128	**07/06/2025**	1340 hrs	Sat	Daylight					
Slight	Fine without high winds		Road Dry		Veh 1	Car	Going ahead	NW - SE	Casualty: FSP Slight
A52	40 mph		E428891	N338856					
KIRK LANGLEY- A52 ASHBOURNE RD J/W MOOR LN, FLAGSHAW LN (18144)					Veh 2	Car	Waiting to turn right	NW - SE	
V1, COLLIDED WITH THE REAR OF V2, SLOWING TO TURN RIGHT AT JCT, CAUSING SLIGHT INJURIES (18144).									

Appendix D



Armstrong
Stokes &
Clayton Limited

NOTES

DO NOT SCALE FROM THIS DRAWING.
ALL DIMENSIONS MUST BE
CHECKED/VERIFIED ON SITE

N

A Footway at junction & existing bus stop extended. Oct 25

Armstrong Stokes & Clayton Limited

Civil & Structural Engineering Consultants

Regus House, Herald Way, Pegasus Business Park, Castle Donington, Derbyshire, DE74 2TZ

Tel: 01332 473 844

Client:

Wheeldon Brothers Ltd

Job Title:

Proposed Residential Development
Moor Lane, Kirk Langley
Derbyshire

Drawing Title:

Proposed Access Layout

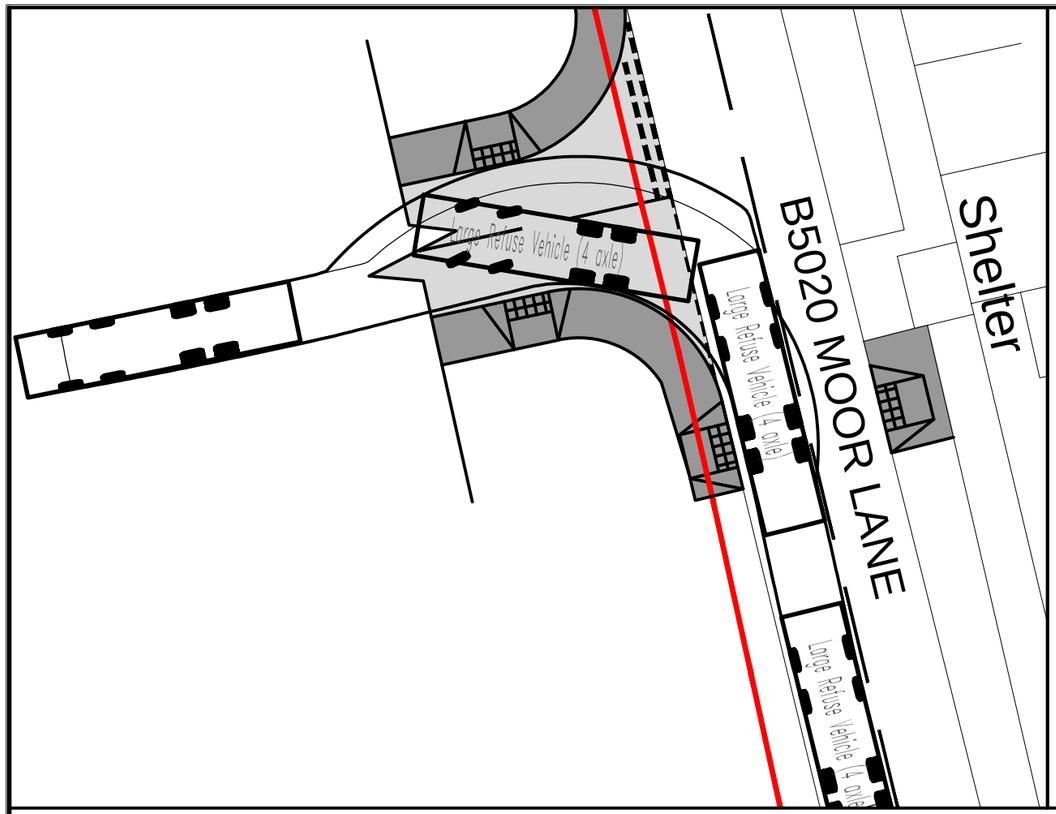
Drawing number:

W155 - Figure 3.1A

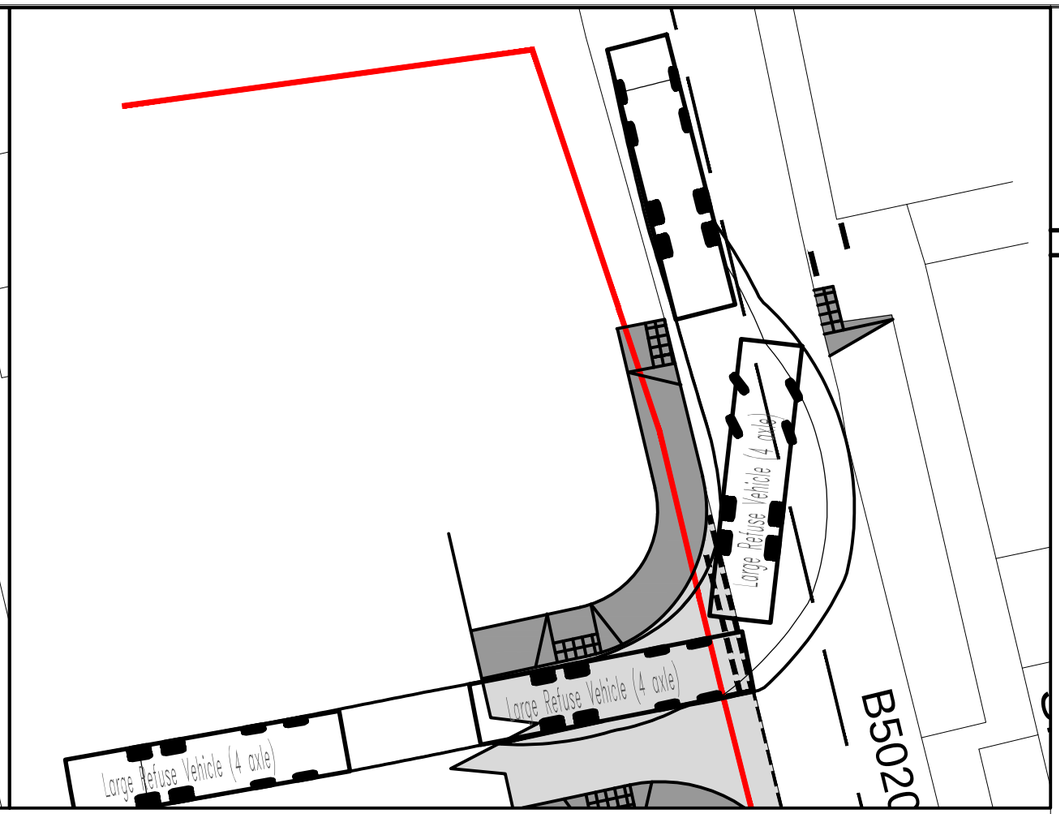
Drawn:	Date:	Scale:	
LJS	17.08.25	1:500	A3

Preliminary ■ Detailed □ Tender □ As Built □

Appendix E



LARGE 4–AXLE REFUSE VEHICLE TURNING LEFT INTO SITE



LARGE 4–AXLE REFUSE VEHICLE TURNING LEFT OUT OF SITE

NOTES

DO NOT SCALE FROM THIS DRAWING.
ALL DIMENSIONS MUST BE
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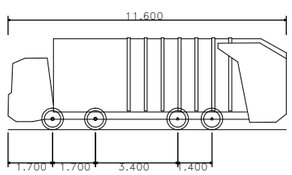

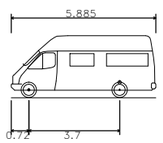

Large Refuse Vehicle (4 axle)	
Overall Length	11.600m
Overall Width	2.500m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to Lock Time	6.00 sec
Wall to Wall Turning Radius	11.330m

4.6t Light Van	
Overall Length	5.885m
Overall Width	2.000m
Overall Body Height	2.526m
Min Body Ground Clearance	0.299m
Track Width	1.765m
Lock to Lock Time	4.00 sec
Kerb to Kerb Turning Radius	6.000m

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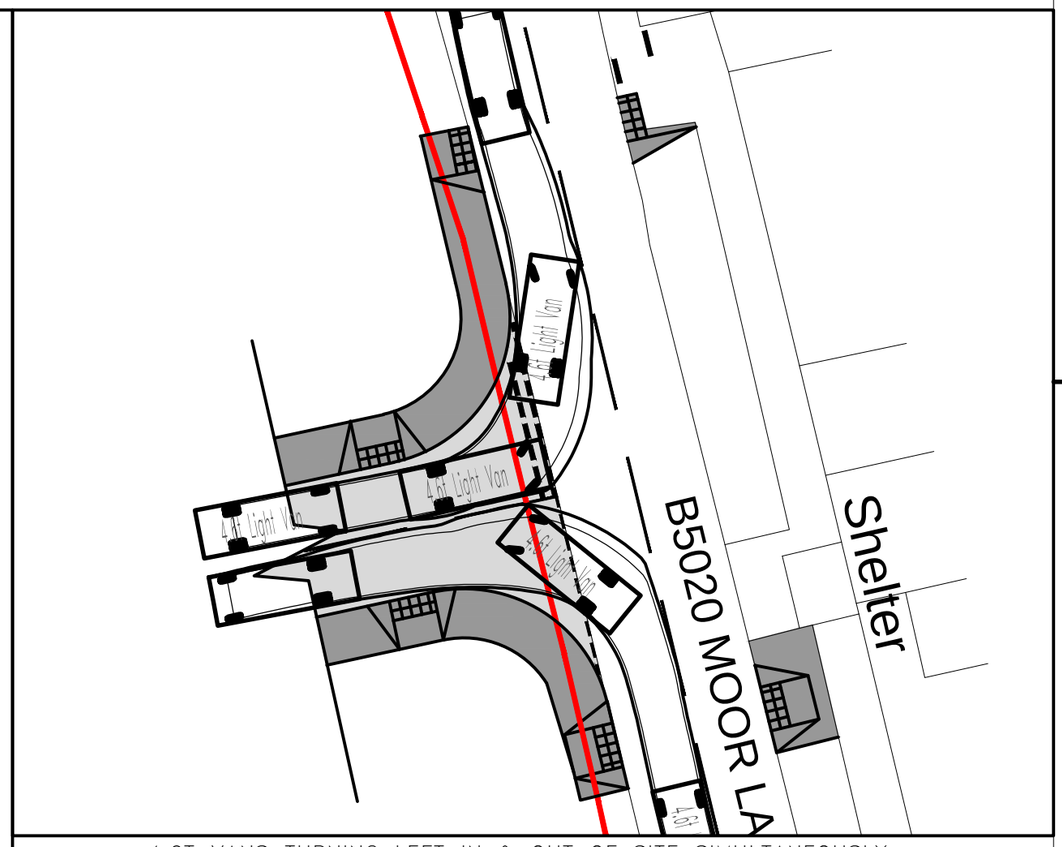

4.6T VANS TURNING LEFT IN & OUT OF SITE SIMULTANEOUSLY

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Tel: 01332 473 844

Client:
Wheeldon Brothers Ltd

Job Title:
Proposed Residential Development
Moor Lane, Kirk Langley
Derbyshire

Drawing Title:
Vehicle Swept Paths

Drawing number:
W155 - Figure 3.2

Drawn:	Date:	Scale:	
LJS	04.11.25	1:250	A3

Preliminary ■ Detailed □ Tender □ As Built □