

Derbyshire County Council

North Derbyshire Local Development Frameworks

Stage 2: Traffic Impacts of Proposed Development (Cumulative Assessment; Chesterfield, Bolsover and NE Derbyshire)

Final
February 2012



Revision Schedule

Final February 2012

Rev	Date	Details	Prepared by	Reviewed by	Approved by
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Report Context

The **February 2012** issue of this report includes several minor revisions (i.e. points of clarification and corrections of typographical errors) to a document originally issued in draft in December 2010. Since the report was first issued, there have been several developments of which the reader should be aware. As such, this section identifies the context within which the report is issued (i.e. February 2012)

Several pieces of work have now been conducted to examine the likely impact of the north Derbyshire LDF proposals on the highway network.

The first, the **Stage 1: Strategic Transport Issues Report (January 2010)**, was prepared to examine the broad locations (i.e. rather than specific sites) at which LDF-related development could occur, in terms of:

- the locations which are more sustainable (in transport terms) than others; and
- the key congestion “hot-spots” on the County network.

This was followed by **Stage 2: Traffic Impacts (Individual) Reports (May 2010)** comprising separate reports for each of Bolsover District Council, Chesterfield Borough Council and North East Derbyshire District Council. The initial drafts of these reports provided more detail with regards to the likely increases in traffic that could occur as a result of the proposed development. Two key issues emerged from these reports:

- That development occurring in one of the districts may impact on the transport networks within neighbouring districts; and
- There were limitations in the available modelling tool.

To expand on the second point, given the (at the time) lack of a strategic highway model of the north Derbyshire area, the Highways Agency’s *Development Impact Assessment Model of Network Demand* (DIAMOND) tool was used to estimate the likely changes in traffic resulting from the LDF-related development.

DIAMOND is spread-sheet based system and, whilst its primary focus was to assess the likely impact of LDF-related development on the strategic trunk road network, it included local roads down to the ‘B’ road level. As such, it was able to provide estimates of traffic flow changes on the local road network. However, the limitations of the DIAMOND approach were that:

- It did not include Junction 29A;
- Junctions are not explicitly modelled;
- All development trips are assigned to the highway network on top of the existing fixed base year traffic flows;
- Infrastructure improvements can be tested, however, their impact on the base year traffic flows cannot be modelled (i.e. the inclusion of a new bypass within DIAMOND would not lead to a reduction of traffic flows on neighbouring roads, such as those routes that a bypass would be designed to relieve, as the base year traffic flows are fixed and do not re-assign);
- Detailed localised assessments are limited by the low density of the model zones and the highway network coverage; and,

- Trip suppression / induction caused by changes in future year traffic conditions is not taken into account.

Once Junction 29A had been included in the DIAMOND tool, a further **Stage 2: Traffic Impacts (Cumulative) Report (December 2010)** was prepared (i.e. this report) which considered the impact of the LDF-related development across the north Derbyshire area (i.e. to include Bolsover, Chesterfield and NE Derbyshire). This report includes consideration of Junction 29A, but still does not consider the potential dynamic re-assignment of existing traffic and the level of detail relating to junction impacts has not been improved. This Cumulative Report (February 2012) effectively supersedes the individual reports (May 2010) and, indeed, these have not (at the time of writing) been issued under 'Final' status.

Importantly, both the Stage 1 and Stage 2 reports prepared for DCC were strategic in nature in that they considered the likely impact on the north Derbyshire traffic network as a whole; rather than examining the impacts at the settlement (or junction) level. Furthermore, in light of the limitations identified in the analytical (DIAMOND) tool supporting the Stage 2 reports, DCC (in partnership with Bolsover District Council, Chesterfield Borough Council and North East Derbyshire District Council) have commissioned a (fully dynamic) SATURN model of the north Derbyshire area. This work is being completed by URS, and significantly improves the modelling capability available to assess the LDF-related development.

This SATURN modelling work is described in a **Coding Manual (October 2010)**, **Local Model Validation Report (LMVR, November 2011)**, and a **Forecasting Report (expected February 2012)** which will identify changes in flow on the network resulting from the LDF-related development. Between them, these reports describe the derivation of the SATURN model and its parameters.

The latter report is currently (February 2012) being prepared and will effectively supersede the Stage 2: Traffic Impacts (Cumulative) Report (December 2010). Following the issue of this report, detailed assessment of proposed development impacts and infrastructure proposals, in specific locations, will be possible.

This report only makes limited comment about the impact on the trunk road network. Although this report makes use of the Highways Agency's DIAMOND tool, the impact on the trunk road network has been reported to the HA separately by its consultant, AECOM. Furthermore, in February 2012, Derbyshire County Council instructed URS to examine the likely impacts of the LDF development on Junction 29A using outputs from the new North Derbyshire SATURN model. This will be reported as a separate Technical Note. As such, this report does not deal with issues relating to Junction 29A in detail.

Executive Summary

Overview

Within Derbyshire, the preparation of several Local Development Frameworks is currently ongoing. Derbyshire County Council (DCC), acting as local highway authority, has been asked for comments and analysis that would support the Core Strategies for the following areas in Derbyshire:

- Bolsover;
- Chesterfield;
- North East Derbyshire; and,
- High Peak and Derbyshire Dales¹.

URS Scott Wilson has been commissioned by Derbyshire County Council to collate the relevant information that currently exists, and to provide additional analysis where it is required. It was determined that information is required in two broad stages;

- Broad comments on each of the District / Borough's development options to inform a set of Preferred Options (which is provided in a separate Stage 1 report),
- Traffic impact tests of the Preferred Options for each District individually (which are provided in four separate Stage 2 reports),
- A test looking at the Preferred Options for each District in tandem (which is provided in this report),
- Identification of a package of potential transport / highway related mitigation (which are outlined in this report).

The above process is illustrated in Figure 1.

¹ High Peak and Derbyshire Dales are preparing a joint Core Strategy

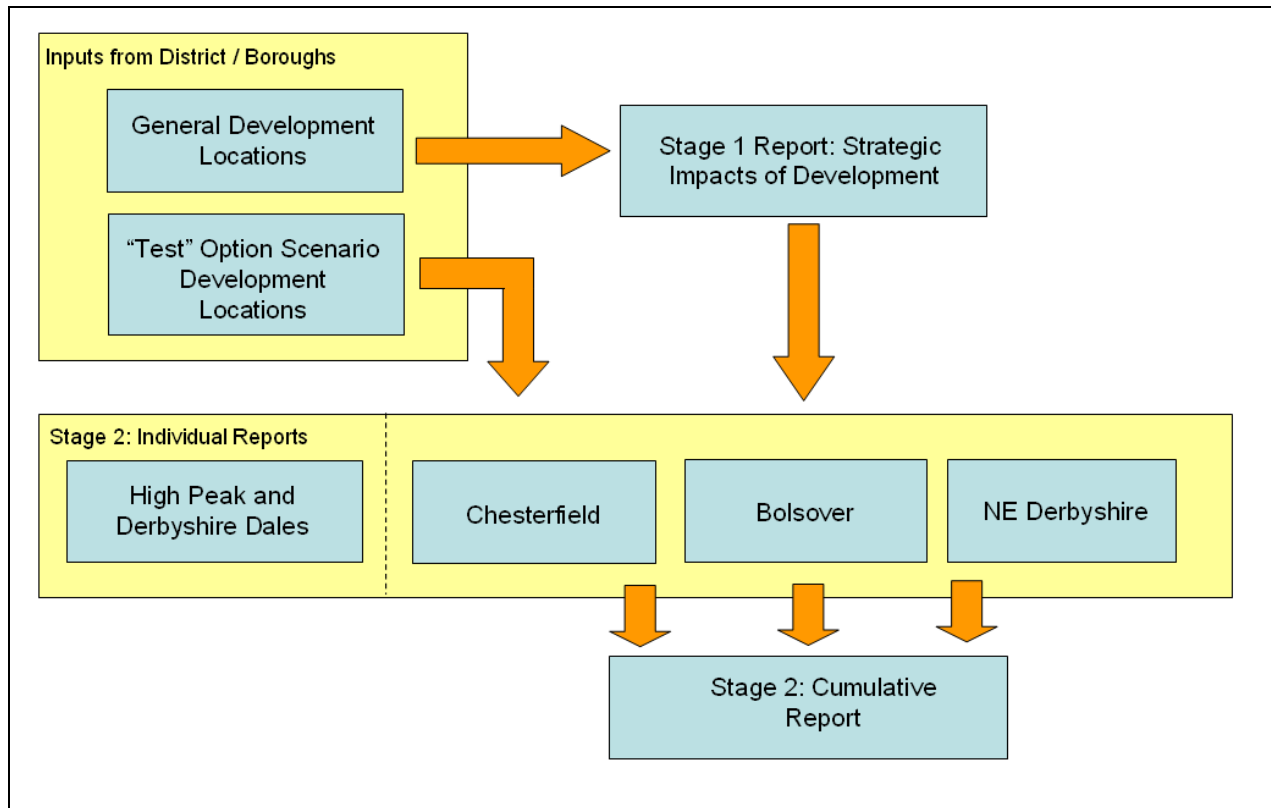


Figure 1: North Derbyshire LDF Transport Impacts Assessment Summary

The focus of this report (Stage 2: Cumulative Report) is to quantify the likely traffic impacts of the proposed LDF developments within **Chesterfield, Bolsover and NE Derbyshire**; and to give a broad indication of the mitigation strategy likely to be required to deliver the growth envisioned.

The study area constitutes the Chesterfield, Bolsover and North East Derbyshire administrative areas.

Methodology

In order to assess the impacts of LDF developments on the trunk road network, the Highways Agency has developed an analysis tool called DIAMOND (*Development Impact Assessment Model of Network Demand*). This tool also includes the local road network down to the 'B' road level. As such, and in partnership with the Derbyshire County Council and the Districts / Boroughs of Bolsover, Chesterfield and NE Derbyshire, the Highways Agency made its DIAMOND tool available to inform this analysis.

DIAMOND estimates the change in traffic that could occur with the introduction of various developments by calculating:

- the number of trips that could be generated by future developments (*trip generation*);

- where such trips would likely seek to travel (*trip distribution*); and,
- which route they would likely use to get there (*trip assignment*).

Figure 2, below, summarises the forecast methodology using DIAMOND.

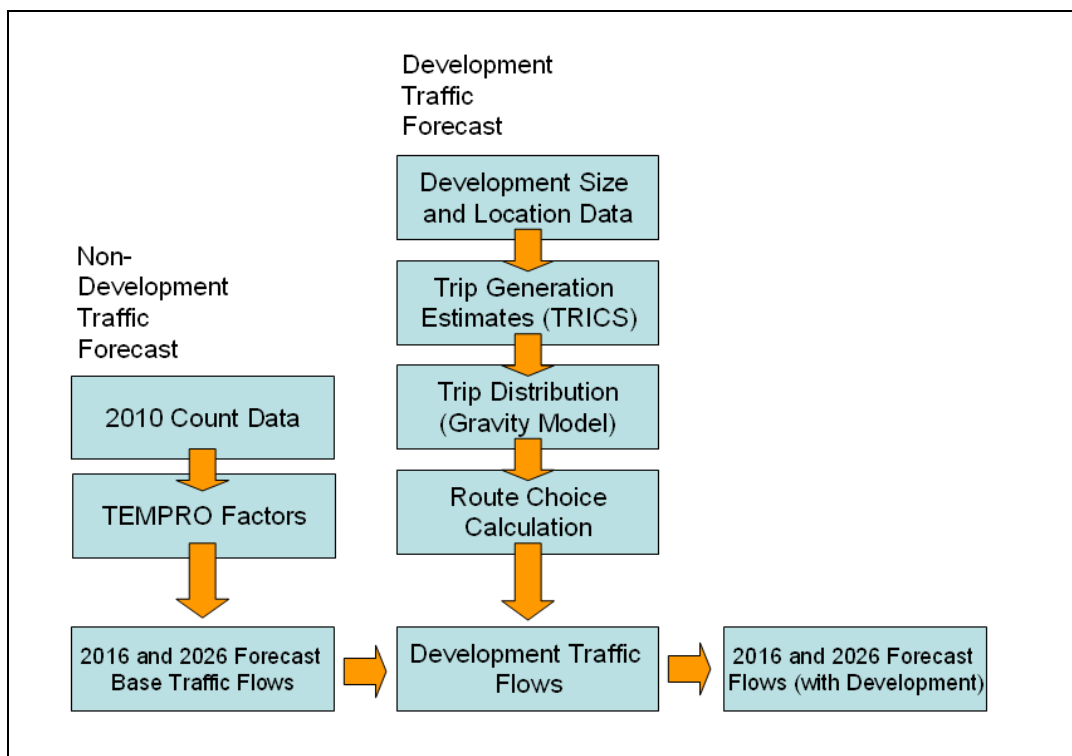


Figure 2: DIAMOND Forecast Methodology

To inform the DIAMOND tool, Chesterfield, Bolsover and North East Derbyshire provided a ‘test’ option to Derbyshire County Council and the Highways Agency, based on the results of their Core Strategy Issues and Options consultations.

As per Figure 2, the outputs from the DIAMOND tool are in the form of:

- base traffic flows in the forecast years of 2016 and 2026 (i.e. not including LDF development traffic flow); and,
- total traffic flows (inclusive of the LDF-related traffic flow) in the forecast years of 2016 and 2026.

Transport analysis guidance commonly includes reviewing percentage changes in traffic flows as a method of identifying potential problems associated with the introduction of new development. However, it is noted

that a high volume change in flow on a road that is lightly trafficked may result in a large percentage change and, similarly, a high volume change in flow on a road that is heavily trafficked may result in a low percentage change.

As many roads within Derbyshire are expected to experience a high percentage change in traffic flow with the introduction of the cumulative LDF developments, a process has been adopted to identify where there are currently high base flows onto which it is expected there would be a large additions of flow related to the LDF developments. This identification process is illustrated in Figure 3.

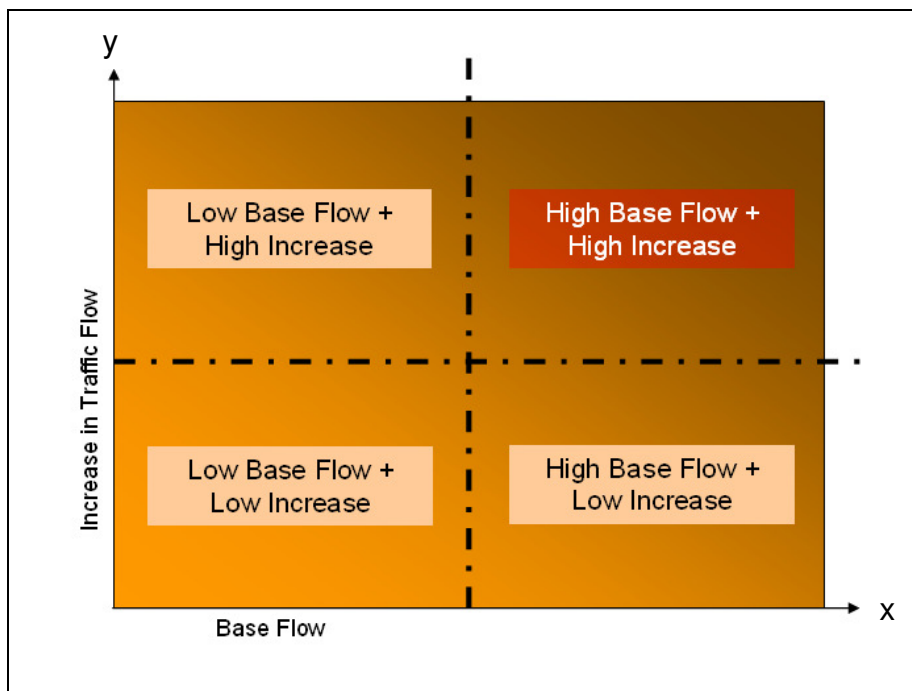


Figure 3: Theoretical Diagram Showing Identification of Critical Changes in Flow

Figure 4 shows the above process applied to the roads within the study area, taking a base flow centre point on the x-axis of 1,000 two-way vehicles (in the AM peak hour), and a increase in flow centre point on the y-axis of 650 two-way vehicles (in the AM peak hour, which corresponds to the median increase in flow on every road in the study area).

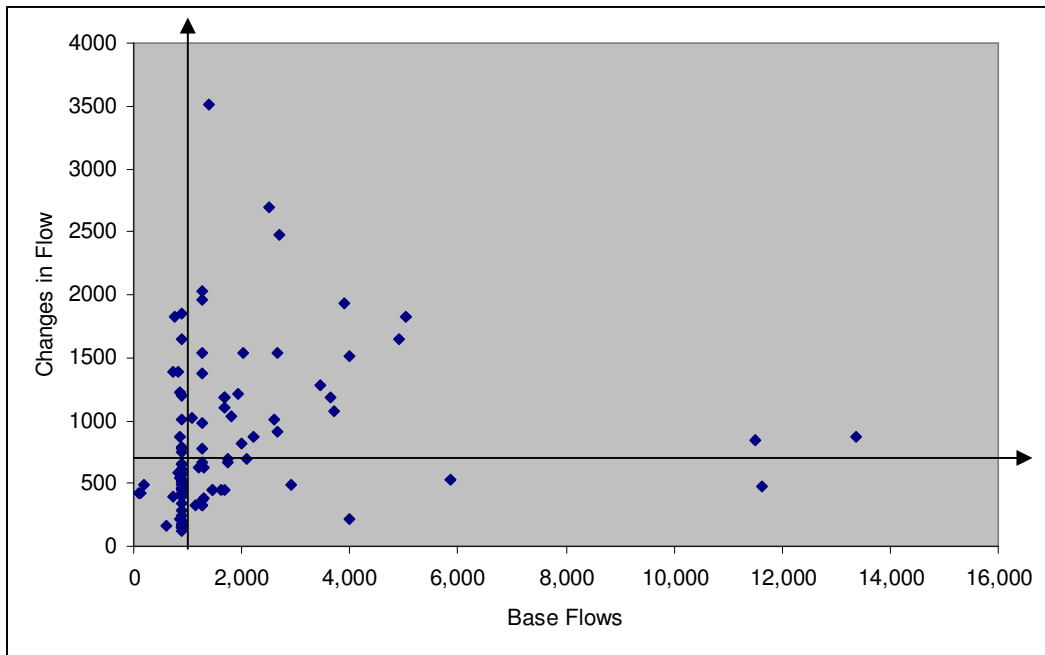


Figure 4: Study area scatter analysis

Table 1 identifies the critical roads highlighted in Figure 4. These are the roads where high increases in traffic are forecast on those roads already carrying high base traffic flows. Hence, these locations are likely to see the greatest impacts in future years.

Table 1: Changes in Two Way flow with and without LDF developments 2026 – Critical Roads (AM Peak Hour)

Road	Two Way flow expected on Road with NO LDF Development	Two Way flow expected on Road with LDF Development	Difference in Flow	Percentage change
A61 (North of Hornsbridge) <i>Hornsbridge to Corporation Street slip road</i>	2,037	3,569	1,532	75%
<i>Corporation Street slip road to Brewery Street</i>	2,651	4,183	1,532	58%
<i>Brewery Street to Rother Way</i>	3,648	4,827	1,179	32%
<i>Rother Way to Whittington Moor Roundabout</i>	3,709	4,786	1,077	29%
<i>Whittington Moor Roundabout to Dronfield</i>	2,608	3,610	1,002	38%
A61 (South of Hornsbridge) <i>Hornsbridge to Clay Cross</i>	2,233	3,109	876	39%
<i>Clay Cross to B6036</i>	1,260	3,283	2,022	160%
<i>A61 link (B6036 to B6014)</i>	1,066	2,087	1,021	96%
A619 (Chatsworth Road)	1,404	4,920	3,515	250%
A619 (Chesterfield Road) <i>Rother Way</i>	1,733	2,393	660	38%
<i>Through Brimington</i>	1,260	1,920	660	52%
<i>Brimington to Staveley</i>	1,738	2,432	694	40%
<i>Staveley to Mastin Moor</i>	1,260	3,214	1,954	155%
<i>Mastin Moor Barlborough</i>	1,260	2,803	1,542	122%
<i>Barlborough to A618</i>	1,260	2,033	772	61%
<i>A618 to B6043</i>	2,102	2,802	700	33%
A617 Chesterfield to Mansfield <i>Chesterfield to Temple Normanton</i>	3,440	4,714	1,274	37%
<i>Temple Normanton to M1 Junction 29</i>	2,668	3,574	906	34%
<i>M1 Junction 29 to Pleasley</i>	1,946	3,157	1,211	62%
<i>Pleasley to link road</i>	2,516	5,212	2,695	107%
<i>Link road to Abbott Road</i>	1,800	2,835	1,034	57%
A6175 (Heath to Clay Cross) <i>Holmewood to North Wingfield</i>	1,260	2,637	1,377	109%
Mansfield Link Road (A617 to A6075)	1,685	2,873	1,187	70%
A6102 (Bochum Parkway, Sheffield) <i>A61 to B6045</i>	4,001	5,510	1,509	38%
A6135 <i>Eckington to Renishaw</i>	1,260	2,237	976	77%
A632 & B6418 (Shuttlewood to Chesterfield) <i>Duckmanton to Deepsick Lane</i>	1,689	2,785	1,096	65%
<i>Deepsick Lane to Chesterfield (via Calow)</i>	1,989	2,809	820	41%

Table 1: Changes in Two Way flow with and without LDF developments 2026 – Critical Road (AM Peak Hour) – Cont.

Road	Two Way flow expected on Road with <u>NO</u> LDF Development	Two Way flow expected on Road <u>with</u> LDF Development	Difference in Flow	Percentage change
A616 <i>Through Barlborough</i>	2,678	5,151	2,473	92%
M1 Junction 29 to A632	11,497	12,339	842	7%
M1 Junction 29 to 30	13,371	14,238	868	6%
A38 <i>Link at Junction 28²</i>	4,910	6,555	1,646	34%
<i>M1 Junction 28 to B6406</i>	3,884	5,812	1,928	50%
<i>B6406 to B6027</i>	5,030	6,850	1,820	36%

Many of the increases in flow predicted by the DIAMOND network assignment tool are very large. Given that development-related flow will be biased towards the AM and PM peak (and employment trips), it is not directly possible to expand these values to Annual Average Daily Totals (AADTs); which are commonly used to judge road capacity. However, the capacity of the road network, particularly in urban centres, is largely governed by junction, and not road, capacity. In this respect, a signalised junction could be expected to accommodate 1,800 – 2,000 vehicles per hour for an inbound arm, given a constant green signal on that arm. With allowances made for red signals and signal changes (inter-green periods), these values reduce. Hence, such large increases in flow are likely to be accompanied by associated increases in queuing along the roads identified in the above table.

² This refers to a section of the A38 on the western approach to the junction, which is included as per the Diamond model outputs. It is also referred to in tables later in the report.

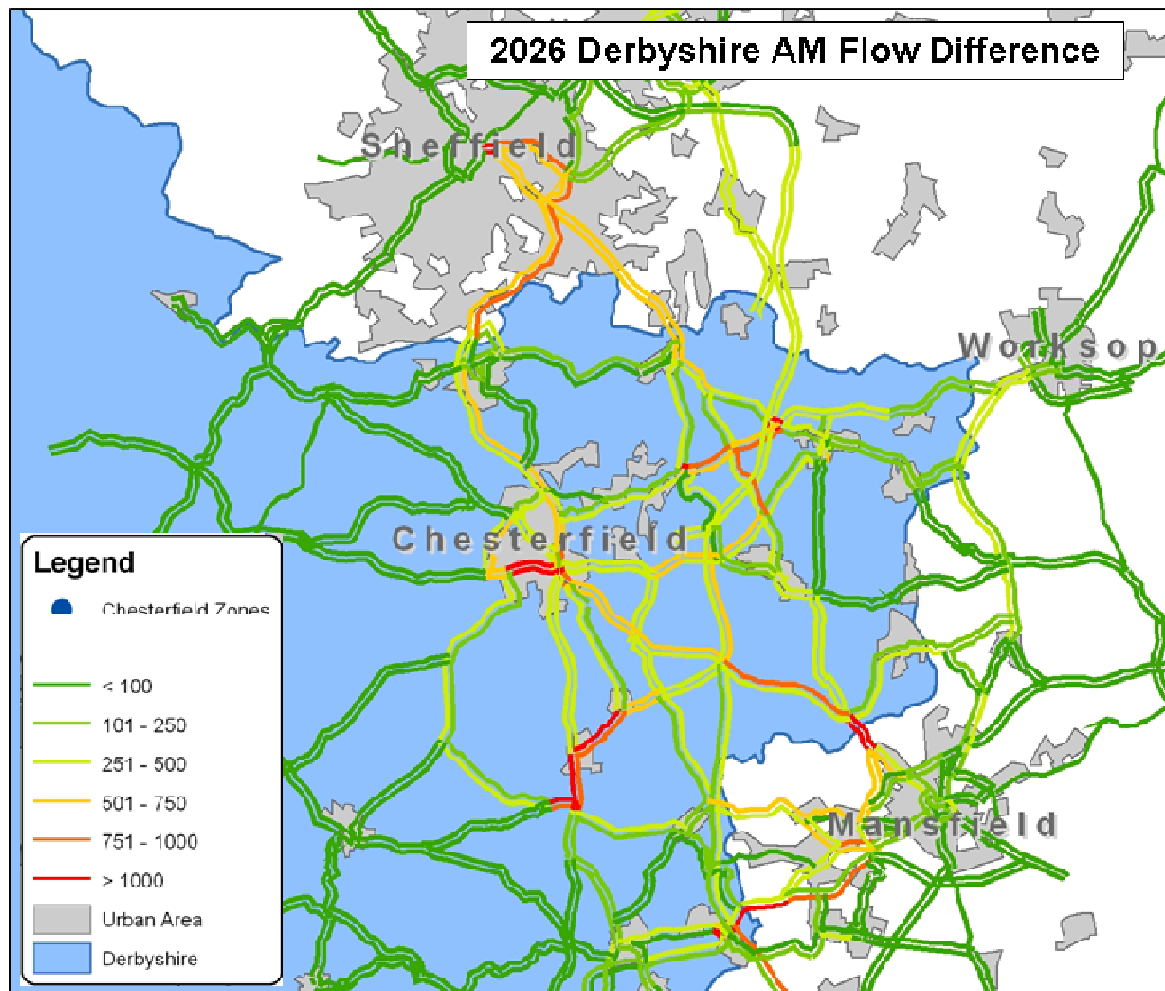


Figure 5: Changes in link flow volumes calculated by the DIAMOND software (with and without LDF development) 2026

Mitigation

The first step in identifying a suitable mitigation package is to prepare a strategy for accommodating as many trips as practical by sustainable modes. This includes for land-use planning techniques that maximise the likelihood of using alternative modes; such as providing higher density, mixed-use development.

These sorts of measures would have most impact on short-distance trips (i.e. within walking and cycling range) and those along public transport corridors and near to public transport nodes. Potential reductions in trips could be within the range of up to 15%.

Notwithstanding this, the proposed LDF developments would result in additional traffic using the highway network. There are two generalised strategies which could be adopted to accommodate a large quantum of traffic growth. The first is to acquire areas of land in order to construct additional highway capacity. This would also require additional urban core car parking to be provided.

However, if further highway expansion is viewed as being unsustainable, and a congested network accepted as being the likely future scenario for the local road network, then a potential strategy would be to ensure the good operation of central urban centres (e.g. Chesterfield), through:

- Use land-use planning strategies to minimise the requirement for medium and long-range trip making (i.e. Smart Growth);
- Identify key walking and cycling desire lines within the existing urban cores and seek schemes to ensure these are continuous (with priority over private traffic, wherever possible, and with cycle parking at key destination points);
- Identify the likely public transport network requirements of the future (in light of the proposed LDF developments) in liaison with operators (and to include connectivity between bus and rail);
- Identify schemes to prioritise public transport traffic (i.e. buses) along the public transport network;
- Review and remove urban centre parking locations, and adopt principles of Park and Ride (to remove traffic from the urban core by intercepting it from radial routes);
- Increase parking at rail stations;
- Employ Smarter Choices transport planning techniques (such as Personalised Travel Planning etc.) to minimise single occupancy vehicle (SOV) trip making;
- hold queuing traffic on the inbound radials to ensure the good operation of town centre junctions through “gating”;
- identify and improve bottleneck locations on a case by case basis with the aim of ensuring junctions do not “lock”; and,
- provide new highway infrastructure only where it provides access to developmental land, or if it contributes to the above strategy.

The last point means that new highway infrastructure is still likely to be required. However, the strategy suggested above provides a good fit with current government policy and guidance.

1 Introduction

1.1 The Local Development Framework Process

- 1.1.1 Under the Planning and Compulsory Purchase Act (2004), Local Development Frameworks (LDFs) will replace the existing system of Local, Structure and Unitary Plans. Within Derbyshire, the preparation of several LDFs is currently ongoing. This work is led by the District and Borough Councils with inputs from stakeholders (including Derbyshire County Council, DCC, acting as local highway authority).
- 1.1.2 Unlike Local Plans, an LDF does not comprise a single planning document but rather consists of a portfolio of documents based around a Core Strategy and subsequently covering issues such as Housing, Employment and Retail.
- 1.1.3 All development plan documents prepared under the LDF will be subject to 'Examination in Public' and would need to pass tests of 'soundness', listed in PPS 12 paragraph 4.52 and to go through a rigorous process of Sustainability Appraisal. As such, a wide-ranging evidence base is being prepared to support each LDF.
- 1.1.4 Derbyshire County Council has been asked for their assistance to help in the preparation of the Core Strategies for the following areas in Derbyshire:
- Bolsover;
 - Chesterfield;
 - North East Derbyshire; and,
 - High Peak and Derbyshire Dales³.
- 1.1.5 This report has been prepared to inform the above Core Strategies in relation to transport impacts and mitigation, and is part of a wider set of documents described below.
- 1.1.6 In terms of transport, the impact of the potential LDF developments is of concern to two highway authorities; Derbyshire County Council (who are responsible for the local road network) and the Highways Agency (who are responsible for the trunk road, including motorway, network). This report has been commissioned by Derbyshire County Council, though the Highways Agency has been involved in all stages of its preparation and, indeed, the analytical tool used to assess the development's impacts is its own and has been made available to inform this study.

³ High Peak and Derbyshire Dales are preparing a joint Core Strategy

1.2 Reporting Structure

1.2.1 URS Scott Wilson has been commissioned by Derbyshire County Council to collate the relevant information that currently exists, and to provide additional analysis where it is required. Following a meeting in late 2009, involving officers from the above District / Boroughs, it was determined that information is required in two broad stages;

- Broad comments on each of the District / Borough's development options to inform a set of Preferred Options, } Stage 1
- Traffic impact tests of the Preferred Options for each District individually,
- A test looking at the Preferred Options for each District in tandem and cumulatively,
- Identification of a package of potential transport / highway related mitigation. } Stage 2

1.2.2 The work outlined in Stage 1, above, is contained within separate documents; one for the area comprising Chesterfield, Bolsover, and North East Derbyshire; and one for the area comprising the Derbyshire Dales and the High Peak. Further reports identify the singular impacts of the development proposed in Chesterfield, North Easy Derbyshire and Bolsover, individually.

1.2.3 The focus of this report (Stage 2: Cumulative Assessment) is to quantify the likely traffic impacts of the proposed LDF developments within Chesterfield, Bolsover and NE Derbyshire; and to give a broad indication of the mitigation strategy likely to be required to deliver the growth envisioned. As such, this document now supersedes the individual Stage 2 assessments; as growth in any one of these areas cannot be viewed in isolation, since each impacts on the traffic networks of their neighbours.

1.2.4 As such, and in order to gauge the transport impacts of the proposed LDF in North Derbyshire, the following work has been conducted:

- The Stage 1 report sets out the strategic impacts of the proposed development;
- The Stage 2 (singular) reports set out the traffic impacts of that development proposed in the Districts / Boroughs individually; and,
- The Stage 2 (cumulative) report sets out the traffic impacts of that development proposed in Chesterfield, Bolsover and North East Derbyshire, together.

1.2.5 The above process is illustrated in Figure 1.1, overleaf.

1.2.6 As is suggested above, this document would also need to be read alongside other (non-transport) evidence when judging the full range of issues posed by any future development aspirations within the LDF.

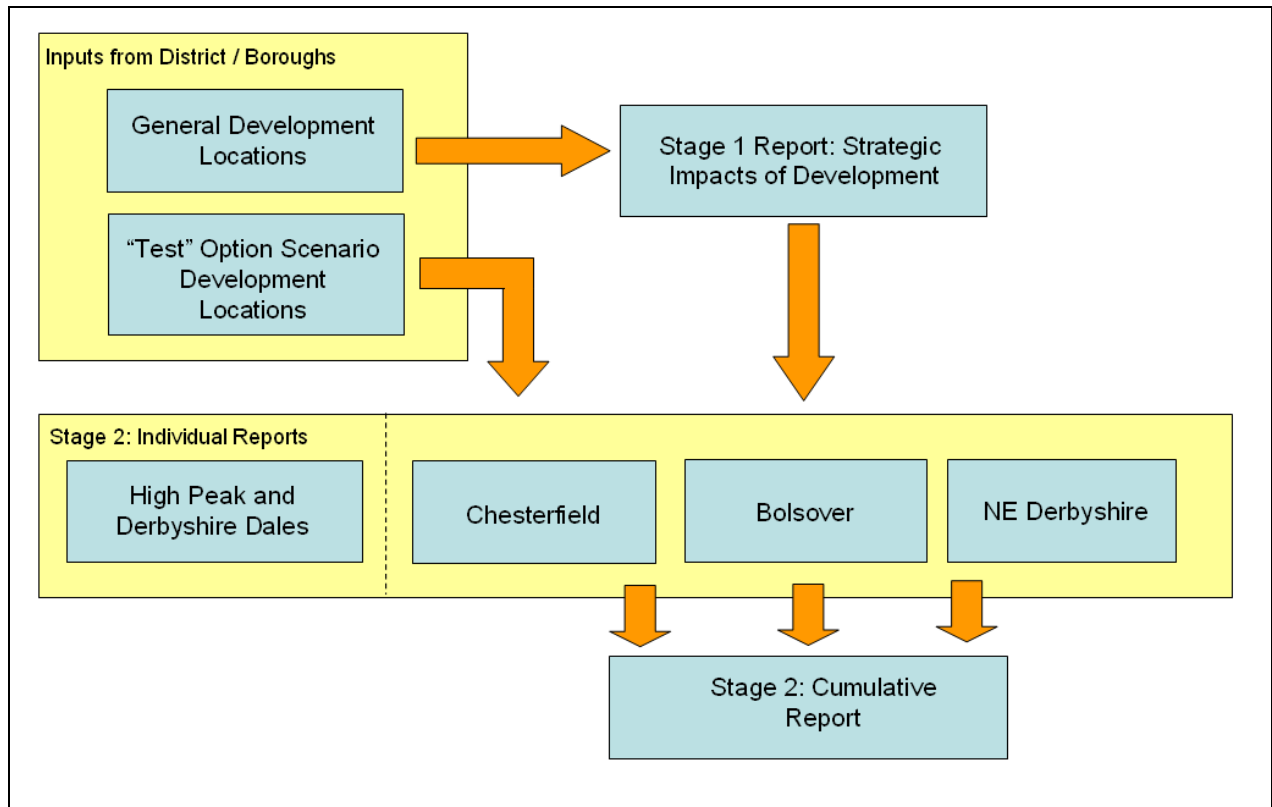
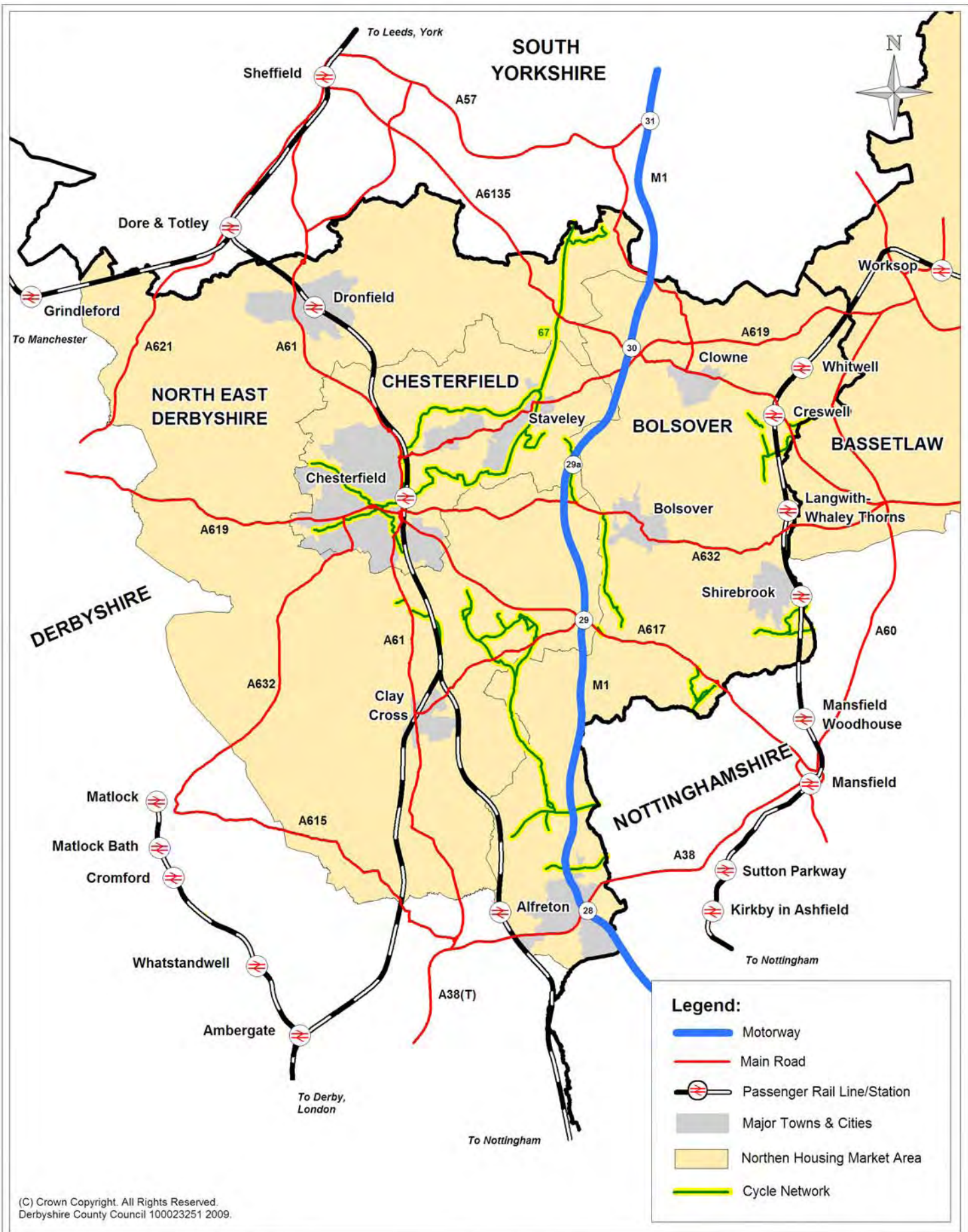


Figure 1.1: North Derbyshire LDF Transport Impacts Assessment Summary

1.3 Study Area

- 1.3.1 The study area is shown in the Figure, overleaf. This area constitutes the Chesterfield, Bolsover and North East Derbyshire administrative areas.
- 1.3.2 From a visual perspective, Chesterfield provides the core town around which Bolsover and North East Derbyshire are arranged. The Stage 2 (individual) reports confirmed that development in any of these districts leads to transport impacts on the highway networks of the other two authorities. As the local highway network in all three areas is the responsibility of Derbyshire County Council, this finding of the individual Stage 2 reports confirmed the requirement of a cumulative test which is contained within this document.



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1.4 Methodology

General Assessment Strategy

- 1.4.1 Both in terms of planning policy and the actual planning application process, there are several planning gateways through which prospective developments must pass before actual construction gets underway.
- 1.4.2 The level of assessment required at these gateways varies. For a planning application (either outline or in detail), a formal Transport Assessment is usually submitted for developments above a certain threshold. Such a document sets out how the site will be accessed by all transport modes and what the impacts of the development's traffic would be on the wider highway network; both in terms of network capacity and road safety. The format and content of a Transport Assessment are governed by the Department for Transport's (DfT) *Guidance on Transport Assessment* (GTA, DfT, March 2007).
- 1.4.3 The GTA focuses on three aspects:
- Encouraging Environmental Sustainability;
 - Managing the Existing Network; and,
 - Mitigating Residual Impacts.
- 1.4.4 Importantly, a Transport Assessment is written to support a specific development scenario for which issues such as development location, size and access have been determined. For the LDF development scenarios, these aspects are not yet fixed.
- 1.4.5 As such, whilst the Stage 1 report assesses the potential for *Encouraging Environmental Sustainability* (based on general development locations) and this Stage 2 report considers *Managing the Existing Network* and the potential for *Mitigating Residual Impacts*; they do so at a strategic level via the application of a standard set of assumptions and parameters. This work does not therefore distinguish between the impacts of particular developments from others proposed in the Chesterfield, Bolsover and NE Derbyshire LDFs, nor does it identify the specific transport requirements required to facilitate each and every development.
- 1.4.6 For the above reasons, more detailed analysis will be required to support specific developments (i.e. the traffic impacts noted in this report are intended to provide a strategic overview of potential traffic impact and therefore there will remain a need for each individual developer to submit a Transport Assessment in support of a Planning Application. There may be cases too where a cumulative impact may require the application of a dynamic traffic model or such similar tool.)

Stage 2 Assessment Tool

- 1.4.7 In order to assess the impacts of LDF developments on the trunk road network, the Highways Agency has developed an analysis tool called DIAMOND (*Development Impact Assessment Model of Network Demand*).
- 1.4.8 The DIAMOND tool has been used to analyse the strategic highway network across the UK; and its East Midlands variant has been used in this analysis. Importantly, the DIAMOND software is detailed to the 'B' road level and is therefore also suitable to assess the local road network⁴. As such, and in partnership with the Derbyshire County Council and the Districts / Boroughs of Bolsover, Chesterfield and NE Derbyshire, the Highways Agency made its DIAMOND tool available to inform this analysis.
- 1.4.9 For each road in the tool, DIAMOND holds information regarding the current traffic flow on that road (in 2010) and the total theoretical capacity to accommodate traffic flow. It also includes estimates of how the current road network traffic flows may alter in future without any development occurring (in relation to background growth, due to such societal features as increasing household numbers, increasing car ownership and use etc.)
- 1.4.10 DIAMOND estimates the change in traffic that could occur with the introduction of various developments by calculating:
- the number of trips that could be generated by future developments (*trip generation*);
 - where such trips would likely seek to travel (*trip distribution*); and,
 - which route they would likely use to get there (*trip assignment*).
- 1.4.11 Each of the above three bullet points are calculated based on industry-standard processes and are described in more detail, below;
- 1.4.12 **Trip Generation:** DIAMOND estimates the number of trips that could be generated by a development by using the TRICS (*Trip Rate Information Computer System*) system.
- 1.4.13 TRICS is a database of surveys covering a variety of land-use types across the UK. These historic surveys can be used to estimate the number of trips that a prospective future development could generate based on comparison with similar development sizes and locations. For this analysis, weekend survey results, and foreign and Greater London survey results have been excluded, which is standard practice.
- 1.4.14 The TRICS rates are provided in Table 1.1, below.

⁴ For clarity, it should be noted that the Stage 2 (individual reports) used a version of DIAMOND based using 2008 traffic flows. This report is prepared against a 2010 base. As such, there may be some discrepancies between the two sets of reports. This report also includes for those new links recently opened to connect the A619 to the Junction 29A (the Staveley Loop Road).

Table 1.1: TRICS Trip Rates for use within the LDF Stage 2 Assessments

Component	Rate Basis	AM Peak Hour (0800 – 0900hrs)	
		Generation	Attraction
Housing	Per unit	0.416	0.151
B1 Business	Per 100m ²	0.132	0.745
B2 General Industry	Per 100m ²	0.067	0.195
B8 Storage / Distribution	Per 100m ²	0.026	0.047

- 1.4.15 The TRICS rates shown in Table 1.1 are shown on the basis of per housing unit, or per 100m² of floor space (for employment). For example, a development of ten (10) houses would expect to produce just over 4 departures (Generation) during the AM peak hour and 1 arrival (Attraction). As can be seen from this table, and as could be expected, whilst housing generates a lot of trips in the AM peak hour (as people leave for work, school etc.), employment sites mainly attract them (as people arrive for work).
- 1.4.16 The AM peak hour is taken as being 0800 – 0900hrs. For the remainder of this analysis, only the AM peak hour is considered as this is normally taken as being the key operating hour of the highway network. In the PM peak, impacts could be expected to be similar.
- 1.4.17 Importantly, the same TRICS rate is applied to all developments depending on the development mix proposed (i.e. a house in central Chesterfield is assumed to have the same characteristics as one in a rural area). This is appropriate for a strategic assessment, but is likely to require refinement when individual developments are brought forward within a planning application (supported by a development-specific Transport Assessment).
- 1.4.18 **Trip Distribution:** DIAMOND performs the distribution of development-related trips onto the highway network by predicting the origins and destinations of those trips. It does this by using a simple Gravity Model approach based on the population size of zones and the distance between each zone. The greater the distance between zones, the lower the proportion of trips that will be attracted to / from them.
- 1.4.19 For instance, and speaking generally, towns close to London may expect to generate a lot of trips to and from the capital due to its sheer size. However, the further away a town is from London, the less this effect is likely to be as distance becomes a deterrent to travel. Therefore, London is replaced by regional and then local centres.
- 1.4.20 As a Gravity Model is a synthetic approach, DIAMOND uses Census Journey to Work data to calibrate and check its assumptions. (At the time of the 2001 census, each person was asked both their home and working post-codes which allowed a record to be developed of the working journey patterns of each administrative ward of the UK to be developed).
- 1.4.21 **Trip Assignment:** With the trip distribution defined, the DIAMOND tool then predicts the routes that these trips will take through the highway network. This is performed by the assignment model that operates over a number of iterations to calculate the optimal route, or collection of routes, that drivers may take in light of the traffic conditions.

- 1.4.22 The tool only considers roads included within its coding and, as such, assumes that route choice is limited to the modelled network of motorway, A and B and selected 'C' roads.
- 1.4.23 Trips are loaded into DIAMOND on a zone basis, rather than at specific development loading points (i.e. all developments in one zone are loaded at the same location onto the road network). The zones are comparable to Census Output Areas and, as such, are reasonably large. As such, the zone loading point may be some distance from the actual development centre point. As such, it is assumed that all development traffic from one zone loads via its nearest zone onto the network. The detail from the DIAMOND tool is therefore quite coarse at a local level. A Zoning Map and road network diagram are provided at Appendix A.
- 1.4.24 **Background Growth:** Importantly, only the development trips are assigned in the way described above.
- 1.4.25 In terms of the traffic flow currently on the highway network (taken as being the flow on the network as recorded / estimated⁵ in 2010), DIAMOND *does* recognise that the flow on the network now may not be the same as the flow that is experienced in future (i.e. it is recognised that background traffic growth occurs as described above).
- 1.4.26 As such, DIAMOND uses TEMPRO⁶ factors to calculate future traffic flows from base flows. TEMPRO provides forecast data for transport planning purposes. The forecasts include factors such as population, employment, households by car ownership and trip ends. The factors are used to modify current traffic flows to a future year scenario. For this analysis, future years of 2016 and 2026 have been selected; which correspond to the end of the known horizons relating to the form of the highway network (i.e. the Local Transport Plan programme) and the end of the LDF plan period.
- 1.4.27 However, it is important to note that the "base" traffic (i.e. the current traffic flows factored to a future year) are not responsive to increasing congestion on the network (i.e. base trips will not re-assign to other routes in the face of increasing journey times). This is because the DIAMOND tool lacks the specific routeing information relating to trips currently on the network and such modelling would require a more detailed assessment model. Such a model is currently in preparation for the Chesterfield area and will be available by the Summer of 2011.
- 1.4.28 **Summary:** Figure 1.2, below, summarises the forecast methodology using DIAMOND.

⁵ Where no 'current' traffic flows are available, flows have been derived from average count values by road type in that area. A 'sense-check' has been conducted to identify any roads where traffic flow counts do not look reasonable.

⁶ TEMPRO is a modelling tool, developed by the Department for Transport (DfT). It is designed to allow users to look at the growth in trip ends, using actual and forecast data supplied by the DfT. TEMPRO allows users to look at the growth in a number of ways by selecting the following parameters: geographical area, modes of transport, time of day and future years. TEMPRO also allows users to look at trends in the growth of trip ends in terms of the car ownership profile, allows the car ownership profile itself to be queried and the underlying demographic trends, drawn from planning profiles.

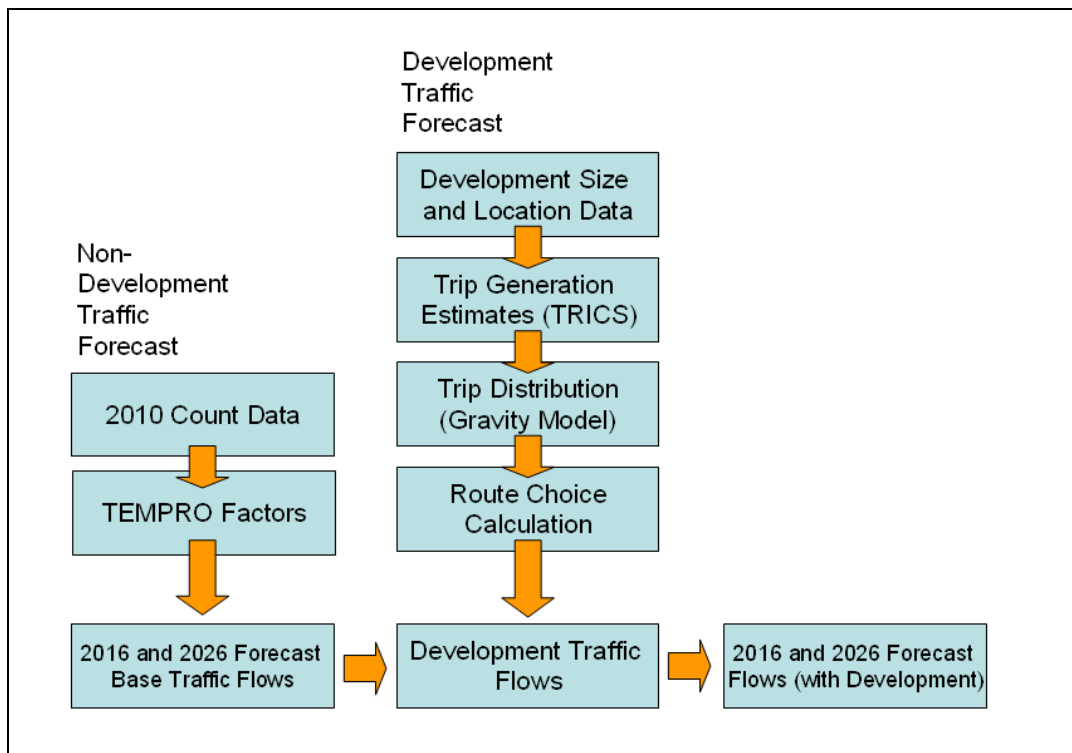


Figure 1.2: DIAMOND Forecast Methodology

Analytical Limitations

- 1.4.29 The above assumptions mean that the following limitations of using the DIAMOND tool should be noted:
- Mode choice (i.e. car, car passenger, bus, walk, cycle etc.) is not explicitly modelled (but mode shift impacts can be manually included);
 - All trips are assumed to be independent of each other (i.e. trip generation from one site will not be attracted to another new site). This ensures a worst-case scenario, in terms of network conditions, is considered;
 - Junctions are not explicitly modelled;
 - All development trips are assigned to the highway network on top of the existing fixed base year traffic flows;
 - Infrastructure improvements can be tested, however, their impact on the base year traffic flows cannot be modelled (i.e. the inclusion of a new bypass within DIAMOND would not lead to a reduction of traffic flows on neighbouring roads, such as those routes that a bypass would be designed to relieve, as the base year traffic flows are fixed and do not re-assign);
 - Detailed localised assessments are limited by the low density of the model zones and the highway network coverage; and,
 - Trip suppression / induction caused by changes in future year traffic conditions is not taken into account.
- 1.4.30 The above means that:
- This report looks at cumulative impact from development that may come forward in the northern market area cumulatively and therefore it provides little insight into the source, composition of development traffic on a particular link;
 - Although basic, the DIAMOND tool has an element of dynamic re-assignment. In other words, it responds to changes in the network model but itself is not a dynamic traffic model; and
 - The analysis does not take into account junction capacity (i.e. provides little in the way of impact upon individual junctions).
- 1.4.31 For this strategic stage of assessment, the above limitations are not unusual and, as such, they are noted for clarity and information only. The above does mean, however, that a detailed SATURN or micro-simulation model would be required to test large infrastructure improvements that could affect the assignment of base year traffic.
- 1.4.32 It should also be noted that the analysis contained within this report does not make allowance for mode shift, other than the base mode split inherent in the TRICS database analysis. This, therefore, provides a robust approach to impact identification since it provides a worst-case

assessment and gives the highway authorities a view as to the likely impacts on the network in the case that sustainable mode intervention, for whatever reason, are not achieved.

- 1.4.33 For clarity, the modelling work undertaken using DIAMOND has been conducted by Aecom, consultants to the Highways Agency, in liaison with Derbyshire County Council and its framework partner, URS Scott Wilson Ltd.

2 Development Test Options

2.1 Overview

- 2.1.1 To inform the DIAMOND tool, Chesterfield, Bolsover and North East Derbyshire provided a 'test' option to Derbyshire County Council and the Highways Agency, based on the results of their *Core Strategy Issues and Options* consultations.
- 2.1.2 As well as the proposed LDF development, these test options included details of all committed developments (i.e. those with planning permissions that could be enacted at March 2009).
- 2.1.3 The test options are detailed in the appendices:
- Chesterfield at Appendix B;
 - Bolsover at Appendix C; and,
 - North East Derbyshire at Appendix D.
- 2.1.4 Tables 2.1 – 2.3 summarise the number of vehicle trips that could be generated by the levels of development identified in the above appendices. As per the trip rate table shown previously (Table 1.1), they show the number of vehicle trips that could be expected to be generated (i.e. trips heading away from the zone) and attracted (i.e. trips heading towards the zone) by the LDF developments during the AM peak hour (0800 – 0900hrs). As described earlier in this report, these are based trip generation rates of other, similar, developments across the UK. These are additional trips to those already on the network.
- 2.1.5 The trips are reported by the model zones to / from which these trips are loaded onto the network. The DIAMOND zone plan is shown within Appendix A. As can be seen from this, some zones are very large, particularly in rural areas. In general, developments have been loaded into the DIAMOND network at the centre-point of each zone within the tool (i.e. all developments occurring within a particular zone are loaded at the same point).
- 2.1.6 Furthermore, not all the trips identified in Tables 2.1 – 2.3 are loaded into the DIAMOND highway network. This is due to the zonal structure of the model and the assumption that some trips are wholly contained within these zones (i.e. short range vehicle trips). The proportions of such intra-zonal trips and the implication of this is discussed in more detail in Section 3.5.

2.2 Chesterfield

2.2.1 Table 2.1 summarises the estimated trips and loading points associated with the Chesterfield LDF aspirations.

Table 2.1: Trips loaded into DIAMOND by zone – Chesterfield (AM Peak Hour)

Zone Number	Location	Sum of 2016 Generation	Sum of 2016 Attraction	Sum of 2026 Generation	Sum of 2026 Attraction
254	Birdholme	7	3	7	3
425	A61 (North)	158	235	223	344
426	Brimington / Staveley	184	147	1,135	691
428	Northern Chesterfield	532	609	1,583	1,753
429	Newbold	455	734	492	838
430	Hasland	32	26	51	33
2050	Brimington (North)	121	264	366	490

2.2.2 As can be seen from the above table, in 2026 most trips are loaded into Zones 426 (representing the Brimington / Staveley area along the A619), 2050 (north of Brimington) and Zone 428 (representing northern Chesterfield).

2.3 Bolsover

2.3.1 Table 2.2 summarises the estimated trips and loading points associated with the Bolsover LDF aspirations.

Table 2.2: Trips loaded into DIAMOND by zone – Bolsover (AM Peak Hour)

Zone Number	Location	Sum of 2016 Generation	Sum of 2016 Attraction	Sum of 2026 Generation	Sum of 2026 Attraction
129	Bolsover (East)	40	66	252	143
130	Hilcote	5	2	5	2
140	Tibshelf	66	25	164	77
160	New Houghton	465	2,190	587	2,397
353	Creswell	210	387	520	781
369	Glapwell	54	157	282	735
402	Whitwell	47	57	156	503
405	Bolsover (North)	430	968	1,074	2,265
417	Shirebrook	187	145	578	287
427	Junction 30 area	254	458	779	1308
444	South Normanton	841	3,920	1,070	3,998

2.3.2 As can be seen from the above table, most trips are loaded into Zones 160 (A617 east of Junction 29), Zone 405 (around Bolsover) and Zone 444 (in the south of the District, near South Normanton).

2.4 North East Derbyshire

2.4.1 Table 2.3 summarises the estimated trips and loading points associated with the North East Derbyshire LDF aspirations.

Table 2.3: Trips loaded into DIAMOND by zone – North East Derbyshire (AM Peak Hour)

Zone Number	Location	Sum of 2016 Generation	Sum of 2016 Attraction	Sum of 2026 Generation	Sum of 2026 Attraction
71	Ashover	25	9	25	9
159	Wingerworth, Clay Cross, Shirland (A61)	161	166	707	898
185	Holymoorside	8	3	8	3
303	Dronfield (A61)	45	29	185	206
406	Dronfield Woodhouse	21	8	21	8
425	Dronfield	67	60	148	440
427	Junction 30 area	176	231	439	670
430	Temple Normanton / Heath	209	229	616	552
431	Clay Cross (A6175)	781	1,316	2,007	2,530

2.4.2 As can be seen from the above table, most trips are loaded into Zones 159 (representing the A61 corridor south of Chesterfield), 427 (representing the area immediately around Junction 30 at Barlborough), 430 (representing the A617 corridor approaching Junction 29) and Zone 431 (representing Clay Cross).

3 Results

3.1 Overview

- 3.1.1 This Section establishes the effect of traffic associated with future development on roads within the Chesterfield, Bolsover and North East Derbyshire study areas.
- 3.1.2 Specifically, the results from the DIAMOND model have been examined to determine which roads are likely to experience the highest increases in flow, and to describe their likely associated impacts.

3.2 Outputs from DIAMOND

- 3.2.1 As per Figure 1.2, the outputs from the DIAMOND tool are in the form of:
- base traffic flows in the forecast years of 2016 and 2026 (i.e. not including LDF development traffic flow); and,
 - total traffic flows (inclusive of the LDF-related traffic flow) in the forecast years of 2016 and 2026.
- 3.2.2 As such, a comparison between the two flow sets identifies how flows are expected to change with the introduction of development related traffic.
- 3.2.3 Tables 3.1 and 3.2 show the above information in more detail on a road by road basis. Table 3.1 shows how the traffic could be expected to increase in 2016 (with and without development) and Table 3.2 shows how the traffic could be expected to change in 2026 (with and without development). Also shown are the total increase in trips caused by the LDF development, and the resulting percentage change in flow.
- 3.2.4 To assist with clarity, only those roads that experience an increase in flow of 100 vehicles or more are shown in Tables 3.1 and 3.2; and these tables relate to the AM peak hour, only.

Table 3.1: Changes in Two Way flow with and without LDF developments – 2016 (AM Peak Hour)

Link Ref	Road	Two Way flow expected on Road with NO LDF Development	Two Way flow expected on Road with LDF Development	Difference in Flow	Percentage change
164	A61 (North of Hornsbridge) <i>Hornsbridge to Corporation Street slip road</i>	1,829	2,362	534	29%
1177	<i>Corporation Street slip road to Brewery Street</i>	2,380	2,914	534	22%
198	<i>Brewery Street to Rother Way</i>	3,274	3,648	374	11%
215	<i>Rother Way to Whittington Moor Roundabout</i>	3,330	3,716	386	12%
272	<i>Whittington Moor Roundabout to Dronfield</i>	2,337	2,754	417	18%
1354	A61 (South of Hornsbridge) <i>Hornsbridge to Clay Cross</i>	2,000	2,400	399	20%
1565	<i>Clay Cross to B6036</i>	1,128	2,020	891	79%
1558	<i>A61 link (B6036 to B6014)</i>	954	1,365	411	43%
1517	<i>B6014 to Higham</i>	1,303	1,489	186	14%
1516	<i>Higham to Alfreton</i>	1,166	1,330	165	14%
154, 923, 203, 207	A619 (Chatsworth Road)	1,261	2,502	1,241	98%
216	A619 (Chesterfield Road) <i>Rother Way</i>	1,552	1,749	198	13%
224	<i>Through Brimington</i>	1,128	1,326	198	18%
231	<i>Brimington to Staveley</i>	1,554	1,785	231	15%
270	<i>Staveley to Mastin Moor</i>	1,128	1,763	635	56%
288	<i>Mastin Moor Barlborough</i>	1,128	1,624	496	44%
304	<i>Barlborough to A618</i>	1,128	1,281	153	14%
322	<i>A618 to B6043</i>	1,879	2,057	178	9%
344	<i>A60 Craggs Road to A619</i>	776	1,003	227	29%
191	B6543 (Holywell Street)	801	1,025	224	28%
220	B6051 (Newbold Road)	801	1,185	384	48%
246	B6150 (St. John's Road)	801	1,100	299	37%
922, 921, 917	A617 Chesterfield to Mansfield <i>Chesterfield to Temple Normanton</i>	3,080	3,664	584	19%
875	<i>Temple Normanton to M1 Junction 29</i>	2,388	2,925	538	23%
1126	<i>M1 Junction 29 to Pleasley</i>	1,740	2,473	733	42%
857	<i>Pleasley to link road</i>	2,253	3,919	1,665	74%
840	<i>Link road to Abbott Road</i>	1,616	2,030	414	26%

Table 3.1: Changes in Two Way flow with and without LDF developments – 2016 (AM Peak Hour) (cont).

Link Ref	Road	Two Way flow expected on Road with NO LDF Development	Two Way flow expected on Road with LDF Development	Difference in Flow	Percentage change
374	B6056 (Holmley Lane, Dronfield)	801	988	187	23%
276	B6057 (A61 to A61 via Unstone & Dronfield) <i>Sheffield Road link</i>	801	934	133	17%
358	B6053 (Eckington Road / Staveley Lane)	801	904	103	13%
1566	Mansfield Link Road (A617 to A6075)	1,509	2,427	918	61%
2222	A6135 <i>A57 to Eckington</i>	660	1,186	527	80%
2283	<i>Through Eckington</i>	753	1,279	527	70%
364	<i>Eckington to Renishaw</i>	1,128	1,597	469	42%
339	<i>Renishaw to M1 Junction 30</i>	1,434	1,598	164	11%
581, 588	A38 <i>Alfreton to M1 junction 28</i>	5,239	5,795	555	11%
810	<i>Link at Junction 28</i>	4,408	5,683	1,275	29%
820	<i>M1 junction 28 to B6406</i>	3,473	5,272	1,799	52%
832	<i>B6406 to B6027</i>	4,497	6,185	1,688	38%
819, 798	B6019 through South Normanton	801	2,489	1,688	211%
303, 308	A616 <i>Through Barlborough</i>	2,397	3,165	768	32%
303	<i>Clowne to Barlborough</i>	1,078	1,258	180	17%
293	<i>Clowne to Creswell</i>	655	811	156	24%
294	<i>Through Clowne</i>	1,125	1,274	149	13%
860	A6175 (Heath to Clay Cross) <i>Holmewood to North Wingfield</i>	1,128	1,707	579	51%
1107	<i>M1 Junction 29 to Holmewood</i>	1,172	1,436	264	23%
1355	<i>North Wingfield to Clay Cross</i>	683	1,450	767	112%
1571	B6014 <i>Through Tibshelf</i>	801	1,004	203	25%
1557	<i>Tibshelf to A61</i>	801	1,026	225	28%
1570	<i>Wooley Moor to Stretton</i>	801	1,501	700	87%
2185	A6102 (Bochum Parkway, Sheffield) <i>A61 to A6135</i>	3,586	4,235	649	18%
265	B6419 (Renishaw to Bolsover) <i>Mastin Moor to Shuttlewood</i>	801	1,422	621	77%
920	<i>Bolsover to Rotherham Road</i>	730	922	193	26%
1553	B6028 Stanton Hill to Sutton-in-Ashfield	766	1,347	580	76%

Table 3.1: Changes in Two Way flow with and without LDF developments 2016 (AM Peak Hour) (cont).

Link Ref	Road	Two Way flow expected on Road with NO LDF Development	Two Way flow expected on Road with LDF Development	Difference in Flow	Percentage change
176	A632 & B6418 (Shuttlewood to Chesterfield) <i>Shuttlewood to Duckmanton</i>	801	1,217	416	52%
2162	<i>Duckmanton to Deepsick Lane</i>	1,514	1,931	417	28%
163	<i>Deepsick Lane to Chesterfield (via Calow)</i>	1,778	2,102	323	18%
218	<i>B6418 (Shuttlewood to Clowne)</i>	801	939	138	17%
153	<i>B6425 Deepsick / Hassocky Lane</i>	801	1,072	270	34%
157	A632 (Chesterfield to Matlock) <i>Walton to B5057</i>	1,512	1,613	101	7%
181	M1 Junction 29 to A632	10,229	10,642	413	4%
2172	M1 Junction 29 to 30	11,923	12,333	410	3%
1568	B6014 Tibshelf to Stanton Hill	766	1,118	352	46%
821	M1 Junction 29 to 28 (section 1)	10,352	10,681	329	3%
1101	M1 Junction 29 to 28 (section 2)	801	933	132	17%
874	B6039 (Temple Normanton to Tibshelf) <i>Hasland Bypass to Temple Normanton link</i>	801	1,113	312	39%
1144	<i>Temple Normanton to Holmewood</i>	801	1,113	312	39%
1106	<i>Holmewood to Tibshelf</i>	166	336	170	102%
338	B6419 (Renishaw to Bolsover) <i>Renishaw to Mastin Moor</i>	801	1,106	305	38%
217	<i>Shuttlewood to Bolsover</i>	801	957	155	19%
905	B6417 Rotherham Road <i>Rotherham Road (Bolsover to Pleasley)</i>	801	1,093	292	36%
279, 285	<i>Through Clowne</i>	801	963	162	20%
858	B6047 Pleasley to Warsop Vale	82	313	231	
922, 921, 916	B6038 (Hasland to North Wingfield) <i>Hornsbridge to Hasland</i>	1,319	1,508	189	14%
889	<i>Hasland to North Wingfield</i>	801	990	189	24%
592	B6019 (South Normanton to B6018)	766	942	175	23%
274	B6042 Craggs Road	801	948	147	18%
321	A618 Rotherham Road	2,613	2,737	123	5%

Table 3.2: Changes in Two Way flow with and without LDF developments 2026 (AM Peak Hour)

Link Ref	Road	Two Way flow expected on Road with NO LDF Development	Two Way flow expected on Road with LDF Development	Difference in Flow	Percentage change
164	A61 (North of Hornsbridge) Hornsbridge to Corporation Street slip road	2,037	3,569	1,532	75%
1177	Corporation Street slip road to Brewery Street	2,651	4,183	1,532	58%
198	Brewery Street to Rother Way	3,648	4,827	1,179	32%
215	Rother Way to Whittington Moor Roundabout	3,709	4,786	1,077	29%
272	Whittington Moor Roundabout to Dronfield	2,608	3,610	1,002	38%
1354	A61 (South of Hornsbridge) Hornsbridge to Clay Cross	2,233	3,109	876	39%
1565	Clay Cross to B6036	1,260	3,283	2,022	160%
1558	A61 link (B6036 to B6014)	1,066	2,087	1,021	96%
1517	B6014 to Higham	1,455	1,906	451	31%
1516	Higham to Alfreton	1,302	1,678	376	29%
154, 923, 203, 207	A619 (Chatsworth Road)	1,404	4,920	3,515	250%
216	A619 (Chesterfield Road) Rother Way	1,733	2,393	660	38%
224	Through Brimington	1,260	1,920	660	52%
231	Brimington to Staveley	1,738	2,432	694	40%
270	Staveley to Mastin Moor	1,260	3,214	1,954	155%
288	Mastin Moor Barlborough	1,260	2,803	1,542	122%
304	Barlborough to A618	1,260	2,033	772	61%
322	A618 to B6043	2,102	2,802	700	33%
319	North of Whitwell	1,260	1,589	328	26%
323	Whitwell to the A60	1,144	1,472	328	29%
344	A60 Craggs Road to A619	868	1,413	546	63%
191	B6543 (Holywell Street)	894	1,285	391	44%
220	B6051 (Newbold Road)	894	1,638	744	83%
246	B6150 (St. John's Road)	894	1,357	463	52%
922, 921, 917	A617 Chesterfield to Mansfield Chesterfield to Temple Normanton	3,440	4,714	1,274	37%
875	Temple Normanton to M1 Junction 29	2,668	3,574	906	34%
1126	M1 Junction 29 to Pleasley	1,946	3,157	1,211	62%
857	Pleasley to link road	2,516	5,212	2,695	107%
840	Link road to Abbott Road	1,800	2,835	1,034	57%
1566	Mansfield Link Road (A617 to A6075)	1,685	2,873	1,187	70%

Table 3.2: Changes in Two Way flow with and without LDF developments 2026(AM Peak Hour) (cont).

Link Ref	Road	Two Way flow expected on Road with NO LDF Development	Two Way flow expected on Road with LDF Development	Difference in Flow	Percentage change
1107	A6175 (Heath to Clay Cross) <i>M1 Junction 29 to Holmewood</i>	1,313	1,944	630	48%
860	<i>Holmewood to North Wingfield</i>	1,260	2,637	1,377	109%
1355	<i>North Wingfield to Clay Cross</i>	762	2,591	1,828	240%
922, 921, 916	B6038 (Hasland to North Wingfield) <i>Hornsbridge to Hasland</i>	1,471	1,922	451	31%
889	<i>Hasland to North Wingfield</i>	894	1,346	451	50%
874	B6039 (Temple Normanton to Tibshelf) <i>Hasland Bypass to Temple Normanton link</i>	894	1,545	651	73%
1144	<i>Temple Normanton to Holmewood</i>	894	1,545	651	73%
1106	<i>Holmewood to Tibshelf</i>	185	679	494	266%
1571	B6014 Through Tibshelf	894	1,051	157	18%
1557	<i>Tibshelf to A61</i>	894	1,464	570	64%
1541	B6026 Tibshelf to B6046	894	1,045	150	17%
374	B6056 (Holmley Lane, Dronfield)	894	1,099	205	23%
380	B6056 (Eckington Road, Dronfield)	894	1,392	498	56%
373	B6158 (Green Lane, Dronfield)	894	1,136	242	27%
310, 361	B6057 (A61 to A61 via Unstone & Dronfield) <i>Chesterfield Road</i>	894	1,185	290	32%
276	<i>Sheffield Road link</i>	894	1,389	495	55%
362	<i>Bowshaw</i>	894	1,071	176	20%
358	B6053 (Eckington Road / Staveley Lane)	894	1,428	534	60%
1566	Mansfield Link Road (A617 to A6075)	1,685	2,873	1,187	70%
2185	A6102 (Bochum Parkway, Sheffield) <i>A61 to A6135</i>	4,001	5,510	1,509	38%
2184, 2186	<i>A6135 to M1 Junction 34</i>	4,001	4,214	213	5%
2222	A6135 <i>A57 to Eckington</i>	736	2,121	1,386	188%
2283	<i>Through Eckington</i>	839	2,225	1,386	165%
364	<i>Eckington to Renishaw</i>	1,260	2,237	976	77%
339	<i>Renishaw to M1 Junction 30</i>	1,604	2,055	452	28%
338	B6419 (Renishaw to Bolsover) <i>Renishaw to Mastin Moor</i>	894	1,419	525	59%
265	<i>Mastin Moor to Shuttlewood</i>	894	2,095	1,200	134%
217	<i>Shuttlewood to Bolsover</i>	894	1,415	521	58%
920	A632 <i>Bolsover to Rotherham Road</i>	813	1,393	580	71%

Table 3.2: Changes in Two Way flow with and without LDF developments 2026 (AM Peak Hour) (cont).

Link Ref	Road	Two Way flow expected on Road with NO LDF Development	Two Way flow expected on Road with LDF Development	Difference in Flow	Percentage change
906	A632 & B6418 (Shuttlewood to Chesterfield) <i>Bolsover to Cuckney</i>	599	767	168	28%
218	<i>B6418 (Shuttlewood to Clowne)</i>	894	1,511	616	69%
175	<i>Chesterfield Road, Bolsover</i>	1,260	1,592	332	26%
176	<i>Shuttlewood to Duckmanton</i>	894	1,907	1,013	113%
2162	<i>Duckmanton to Deepsick Lane</i>	1,689	2,785	1,096	65%
163	<i>Deepsick Lane to Chesterfield (via Calow)</i>	1,989	2,809	820	41%
	A632 (Chesterfield to Matlock) Deepsick / Hassocky Lane	894	1,475	580	65%
157	<i>Walton to B5057</i>	1,691	2,141	450	27%
1130	<i>B5057 to Kelstedge</i>	118	540	422	359%
847	B6036 (Kelstedge to B6014)	894	1,310	416	46%
1525	B6014 (A615 to A61) <i>Tansley to Woolley Moor</i>	894	1,011	117	13%
1570	<i>Woolley Moor to Stretton</i>	894	2,742	1,847	207%
1557	B6014 (A61 to Tibshelf)	894	1,464	570	64%
1568	B6014 Tibshelf to Stanton Hill	855	1,728	873	102%
	B6417 Rotherham Road Rotherham Road (Bolsover to Pleasley)	894	1,678	783	88%
278	<i>Bolsover to Clowne</i>	894	1,050	156	17%
279, 285	<i>Through Clowne</i>	894	1,666	772	86%
321	A618 Rotherham Road	2,916	3,409	493	17%
1553	B6028 Stanton Hill to Sutton-in-Ashfield	855	2,084	1,229	144%
293	A616 Clowne to Creswell	731	1,119	388	53%
294	<i>Through Clowne</i>	1,253	1,619	366	29%
303	<i>Clowne to Barlborough</i>	1,206	1,830	624	52%
303, 308	<i>Through Barlborough</i>	2,678	5,151	2,473	92%
274	B6042 Craggs Road	894	1,238	343	38%
858	B6047 Pleasley to Warsop Vale	91	514	423	464%
181	M1 Junction 29 to A632	11,497	12,339	842	7%
2172	M1 Junction 29 to 30	13,371	14,238	868	6%
821	M1 Junction 29 to 28 (section 1)	11,638	12,114	476	4%
1101	M1 Junction 29 to 28 (section 2)	894	1,042	147	16%

Table 3.2: Changes in Two Way flow with and without LDF developments 2026(AM Peak Hour) (cont).

	Road	Two Way flow expected on Road with <u>NO</u> LDF Development	Two Way flow expected on Road <u>with</u> LDF Development	Difference in Flow	Percentage change
581, 588	A38 <i>M1 junction 28 to Alfreton</i>	5,874	6,400	526	9%
810	<i>Link at Junction 28</i>	4,910	6,555	1,646	34%
820	<i>M1 junction 28 to B6406</i>	3,884	5,812	1,928	50%
832	<i>B6406 to B6027</i>	5,030	6,850	1,820	36%
592	B6019 (South Normanton to B6018)	855	1,078	223	26%
819, 798	B6019 through South Normanton	894	2,542	1,647	184%

3.3 Judging the Severity of Impact

3.3.1 As noted in Section 2, the DIAMOND tool does not model junctions specifically and, as such, the changes in traffic flow must be used as a guide as to the scope of impact the cumulative LDF impacts would have on the road network.

3.3.2 There are a number of guidance documents available with which to inform such judgements. Traffic impact analysis guidance published by the Institution of Highways and Transportation (IHT, 1994) identified that a development could be described as being material⁷ (in traffic terms) if it induced a change in traffic of +10% (or +5% in a congested area).

3.3.3 At a local level, DCC has adopted a 5% threshold as being material. This is based upon Derbyshire County Council's policy for assessing transportation assessment for new development. This was agreed at a meeting of the Cabinet Member for Highways and Transport, 31 December 2009.

3.3.4 In terms of environmental impact, within the Institute of Environmental Assessment's (IEA) "Guidelines for the Environmental Assessment of Road Traffic", it is stated that:

The impacts considered by the IEA Guidelines include; noise, vibration, visual effects, severance, driver delay, pedestrian delay, pedestrian amenity, fear and intimidation, accidents and safety, hazardous loads, air pollution, dust and dirt, ecological effects, and impact on heritage and conservation areas.

As a guideline, the IEA suggest that highway links (i.e. roads) should be separately assessed when:

Rule 1: Include highway links where traffic flows will increase by more than 30% (or the number of HGVs will increase by more than 30%)

Rule 2: Include any other specifically sensitive areas where traffic flows have increased by 10% of more.

3.3.5 However, the important thing to note is that, whichever percentage change threshold is selected (and the 5 and 10% rules would be the most appropriate), most roads within Tables 3.1 and 3.2 would experience a material change in traffic flow volumes with the introduction of the development proposed in the LDF documents.

⁷ By 'material' Derbyshire County Council, as Local Highway Authority, mean that the impact as either a percentage or absolute is sufficient to trigger inclusion of a particular link or junction in either a Transport Assessment or Transport Statement.

3.4 Identification of Critical Road Volume Changes

- 3.4.1 Notwithstanding the thresholds advised in Section 3.3, it is noted that the *Guidance on Transport Assessment* (DfT, 2007) discourages the use of percentage change thresholds for identifying material changes in traffic flow. This is because a high volume change in flow on a road that is lightly trafficked may result in a large percentage change and, similarly, a high volume change in flow on a road that is heavily trafficked may on result in a low percentage change.
- 3.4.2 As many roads within Derbyshire are expected to experience a high percentage change in traffic flow with the introduction of the cumulative LDF developments, this sub-section seeks to identify where the critical traffic-flow changes would occur with respect to the quantum of traffic on the network recorded / estimated in 2010.
- 3.4.3 Figure 3.1 illustrates the process via a simple scatter plot showing 'base flow' against 'increase in flow'. Those roads falling into the top right hand section of the graph would be those where there are currently high base flows onto which it is expected there would be a large additions of flow related to the LDF developments.

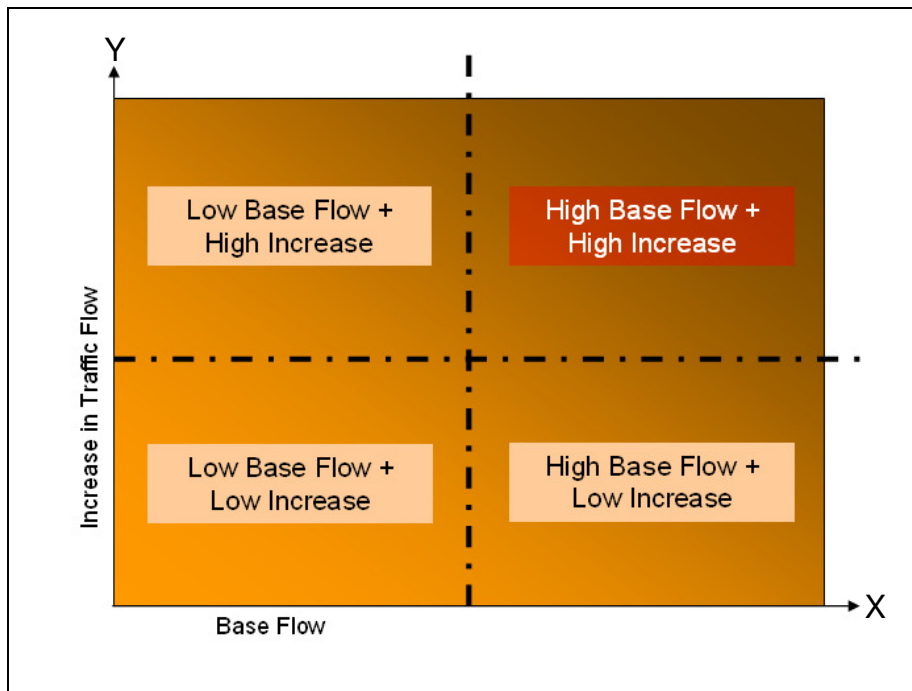


Figure 3.1: Theoretical Diagram Showing Identification of Critical Changes in Flow

- 3.4.4 Figure 3.2 shows the above process applied to the roads within the study area, taking a base flow centre point on the x-axis of 1,000 two-way vehicles (in the AM peak hour), and a increase

in flow centre point on the y-axis of 650 two-way vehicles (in the AM peak hour), which corresponds to the median increase in flow on every road in the study area.

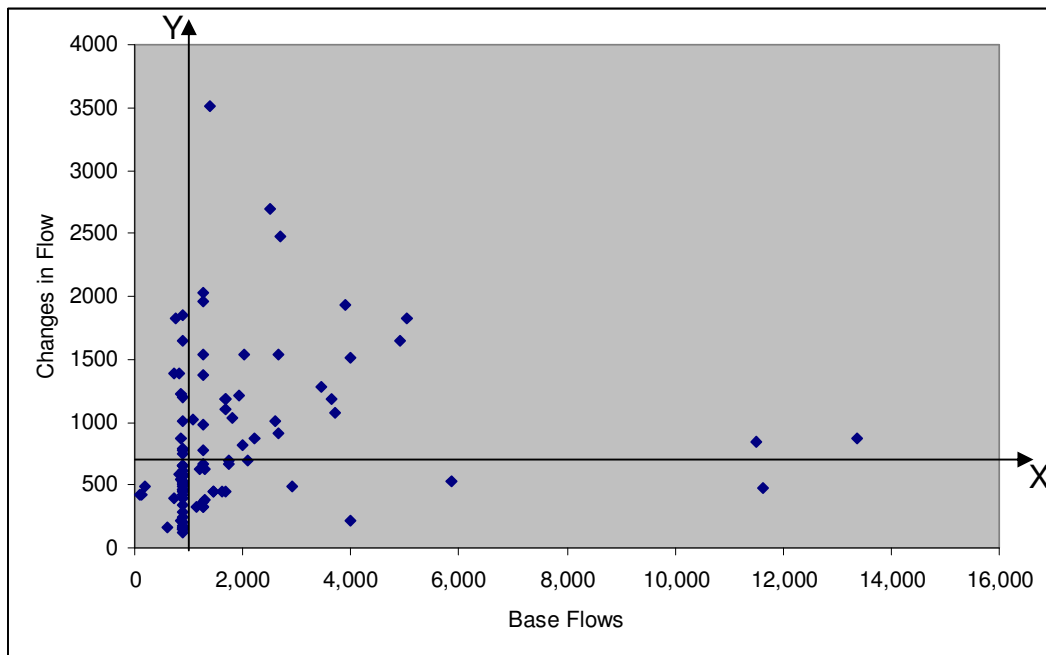


Figure 3.2: Study area scatter analysis

3.4.5 Table 3.3 draws out the critical roads highlighted in Figure 3.2. These are the roads where high increases in traffic are forecast on those roads already carrying high base traffic flows. Hence, these locations are likely to see the greatest impacts in future years.

Table 3.3: Changes in Two Way flow with and without LDF developments 2026 –
 Critical Roads (AM Peak Hour)

Link Ref	Road	Two Way flow expected on Road with NO LDF Development	Two Way flow expected on Road with LDF Development	Difference in Flow	Percentage change
164	A61 (North of Hornsbridge) <i>Hornsbridge to Corporation Street slip road</i>	2,037	3,569	1,532	75%
177	<i>Corporation Street slip road to Brewery Street</i>	2,651	4,183	1,532	58%
198	<i>Brewery Street to Rother Way</i>	3,648	4,827	1,179	32%
215	<i>Rother Way to Whittington Moor Roundabout</i>	3,709	4,786	1,077	29%
272	<i>Whittington Moor Roundabout to Dronfield</i>	2,608	3,610	1,002	38%
1354	A61 (South of Hornsbridge) <i>Hornsbridge to Clay Cross</i>	2,233	3,109	876	39%
1565	<i>Clay Cross to B6036</i>	1,260	3,283	2,022	160%
1558	<i>A61 link (B6036 to B6014)</i>	1,066	2,087	1,021	96%
154, 923, 203, 207	A619 (Chatsworth Road)	1,404	4,920	3,515	250%
216	A619 (Chesterfield Road) <i>Rother Way</i>	1,733	2,393	660	38%
224	<i>Through Brimington</i>	1,260	1,920	660	52%
231	<i>Brimington to Staveley</i>	1,738	2,432	694	40%
270	<i>Staveley to Mastin Moor</i>	1,260	3,214	1,954	155%
288	<i>Mastin Moor Barlborough</i>	1,260	2,803	1,542	122%
304	<i>Barlbrough to A618</i>	1,260	2,033	772	61%
322	<i>A618 to B6043</i>	2,102	2,802	700	33%
922, 921, 917	A617 Chesterfield to Mansfield <i>Chesterfield to Temple Normanton</i>	3,440	4,714	1,274	37%
875	<i>Temple Normanton to M1 Junction 29</i>	2,668	3,574	906	34%
1126	<i>M1 Junction 29 to Pleasley</i>	1,946	3,157	1,211	62%
857	<i>Pleasley to link road</i>	2,516	5,212	2,695	107%
840	<i>Link road to Abbott Road</i>	1,800	2,835	1,034	57%
860	A6175 (Heath to Clay Cross) <i>Holmewood to North Wingfield</i>	1,260	2,637	1,377	109%
1566	Mansfield Link Road (A617 to A6075)	1,685	2,873	1,187	70%
2185	A6102 (Bochum Parkway, Sheffield) <i>A61 to B6045</i>	4,001	5,510	1,509	38%
364	A6135 <i>Eckington to Renishaw</i>	1,260	2,237	976	77%
2162	A632 & B6418 (Shuttlewood to Chesterfield) <i>Duckmanton to Deepsick Lane</i>	1,689	2,785	1,096	65%
163	<i>Deepsick Lane to Chesterfield (via Calow)</i>	1,989	2,809	820	41%

Table 3.3: Changes in Two Way flow with and without LDF developments 2026 – Critical Road (AM Peak Hour) (Cont).

Link Ref	Road	Two Way flow expected on Road with <u>NO</u> LDF Development	Two Way flow expected on Road <u>with</u> LDF Development	Difference in Flow	Percentage change
303, 308	A616 <i>Through Barlborough</i>	2,678	5,151	2,473	92%
181	M1 Junction 29 to A632	11,497	12,339	842	7%
2172	M1 Junction 29 to 30	13,371	14,238	868	6%
810	A38 <i>Link at Junction 28</i>	4,910	6,555	1,646	34%
820	<i>M1 Junction 28 to B6406</i>	3,884	5,812	1,928	50%
832	<i>B6406 to B6027</i>	5,030	6,850	1,820	36%

3.4.6 Table 3.3 identifies that the critical roads are the A61, A616, A38, A632, A619, A617, and A6175.

3.4.7 Figure 3.4 details the location of these roads.

3.4.8 However, it should be noted that many of the increases in flow predicted by the DIAMOND network assignment tool are very large. Given that development-related flow will be biased towards the AM and PM peak (and employment trips), it is not directly possible to expand these values to Annual Average Daily Totals (AADTs) which are commonly used to judge road capacity. Notwithstanding this, the capacity of the road network, particularly in urban centres, is largely governed by junction, and not road, capacity. In this respect, a signalised junction could be expected to accommodate 1,800 – 2,000 vehicle per hour for an one inbound arm, given a constant green signal on that arm. However, with allowances made for red signals and signal changes (inter-green periods), these values reduce. Hence, such large increases in flow are likely to be accompanied by associated increases in queuing along the roads identified in the above table.

3.4.9 It is acknowledged that queuing traffic is only one aspect of environmental impact and clearly, any mitigation strategy developed as the respective core strategies will need to consider the effects on pedestrians, severance and air quality.

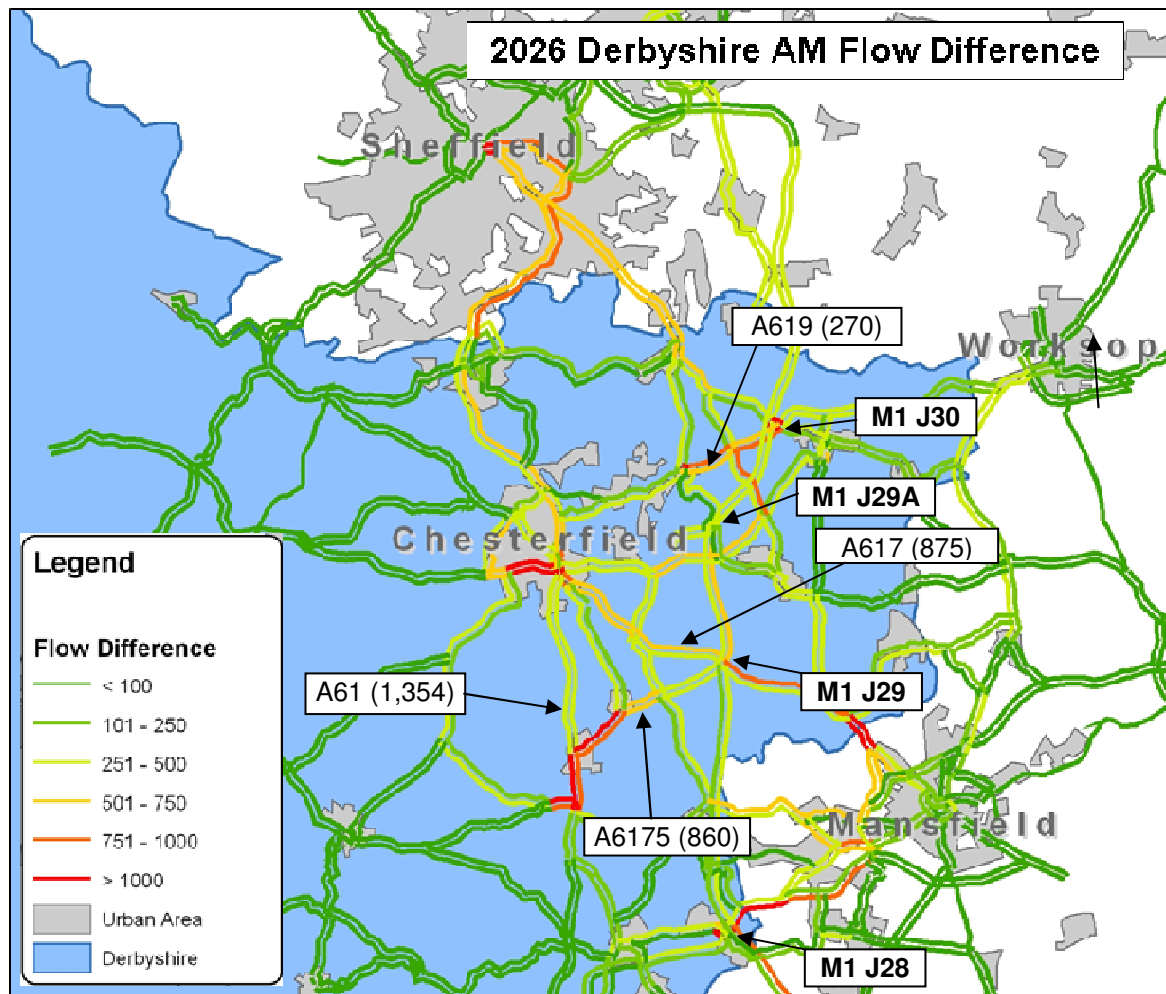


Figure 3.3: Changes in road flow volumes calculated by the DIAMOND software (with and without LDF development) 2026 (also showing link references from Table 3.3)

3.5 Intra-Zonal Movements

3.5.1 It was also noted in Section 2 that not all trips are loaded onto the highway network but instead are retained within the individual zones (e.g. a trip may depart from a household and arrive at a workplace but stay within the same zone). Table 3.4 shows these proportions in terms of trips is either leaving the area (generation) or arriving (attraction). This is based on Census data.

Table 3.4: Intra Zonal Proportions

Zone Number	Location	District	Intra Zonal Attraction	Intra Zonal Generation
71	Ashover	NE Derbyshire	15%	17%
129	Bolsover (East)	Bolsover District	8%	25%
130	Hilcote	Bolsover District	10%	25%
140	Tibshelf	Bolsover District	12%	16%
159	Wingerworth, Clay Cross, Shirland (A61)	NE Derbyshire	12%	34%
160	New Houghton	Bolsover District	8%	20%
185	Holymoorside	NE Derbyshire	9%	15%
254	Birdholme	Chesterfield District	8%	34%
303	Dronfield (A61)	NE Derbyshire	10%	20%
353	Creswell	Bolsover District	8%	35%
369	Glapwell	Bolsover District	9%	45%
402	Whitwell	Bolsover District	10%	36%
405	Bolsover (North)	Bolsover District	20%	16%
406	Dronfield Woodhouse	NE Derbyshire	9%	44%
417	Shirebrook	Bolsover District	17%	22%
425	Dronfield	NE Derbyshire	21%	19%
426	Brimington / Staveley	Chesterfield District	15%	26%
427	Junction 30 area	NE Derbyshire	16%	33%
428	Northern Chesterfield	Chesterfield District	33%	22%
429	Newbold	Chesterfield District	18%	14%
430	Temple Normanton / Heath	North East Derbyshire	21%	12%
431	Clay Cross (A6175)	NE Derbyshire	9%	29%
444	South Normanton	Bolsover District	27%	19%
2050	Brimington (North)	Brimington (North)	13%	23%

3.5.2 Table 3.5 shows the number of additional trips that would occur on the network (but not loaded into the DIAMOND network assessment tool) given the above proportions.

Table 3.5: Additional Intra Zonal Car Trip numbers

Zone	2026 Generation	2026 Attraction	Intra Zonal Generation (%)	Intra Zonal Attraction (%)	Intra Zonal Generation (Car Trips)	Intra Zonal Attraction (Car Trips)	Two-Way Intra-zonal Movements (Car Trips)
71	25	9	17%	15%	4	1	5
129	252	143	25%	8%	63	11	74
130	5	2	25%	10%	1	0	1
140	164	77	16%	12%	26	9	35
159	707	898	34%	12%	240	108	348
160	587	2397	20%	8%	117	192	309
185	8	3	15%	9%	1	0	1
254	7	3	34%	8%	2	0	2
303	185	206	20%	10%	37	21	58
353	520	781	35%	8%	182	62	244
369	282	735	45%	9%	127	66	193
402	156	503	36%	10%	56	50	106
405	1074	2265	16%	20%	172	453	625
406	21	8	44%	9%	9	1	10
417	578	287	22%	17%	127	49	176
425	371	784	19%	21%	70	165	235
426	1135	691	26%	15%	295	104	399
427	1218	1978	33%	16%	402	316	718
428	1583	1753	22%	33%	348	578	926
429	492	838	14%	18%	69	151	220
430	667	585	12%	21%	80	123	203
431	2007	2530	29%	9%	582	228	810
444	1070	3998	19%	27%	203	1079	1282
2050	366	490	23%	13%	84	64	148

3.5.3 The trips noted in Table 3.5 would occur on the highway network within these zones and would be additional impacts to those noted in the above tables and figures (i.e. Table 3.1 and 3.2). Again, the numbers of potential trips to be added to the network are large. However, they would also be the most responsive element with respect to walking and cycling interventions.

3.6 Likely Development Impacts

- 3.6.1 Given the roads identified in Table 3.3, which are those expected to experience large increases in development traffic, the junctions described in Table 3.6 are likely to be those most affected by the LDF-related development.
- 3.6.2 Table 3.6 identifies a number of potential improvements, including possibly introduction of traffic signal control to junctions 29 and 30 of the M1 Motorway. It appears that the signalisation of the junctions may be required arising from congestion on the local road network and clearly the Highways Agency would have to consider the impact on the Strategic Road Network of any such signalisation scheme.

Table 3.6: Key Junctions that could be impacted by proposed LDF development

Junction	Current Capacity	Potential Improvement
A61 / A617 (Hornsbridge) signalised roundabout	At capacity now, demonstrated by recent signalisation scheme to enable adjacent development.	Unlikely without significant works to adjacent bridge and / or re-routing of traffic.
A61 / A619 (Tesco) signalised roundabout	At capacity now demonstrated by recent signalisation scheme to enable adjacent development.	Unlikely without significant works, including land acquisition.
A61 (Whittington Moor) roundabout	Flagged in the Stage 1 report by Derbyshire highway teams as being a current source of congestion.	Unlikely without significant works, including land acquisition. Previous reports have cast doubt on availability of a simple signalisation scheme.
A61 / St. Augustine's Road / Storforth Road junctions	Flagged in the Stage 1 report by Derbyshire highway teams as being a current source of congestion.	Unlikely without significant works, including land acquisition.
A619 (Brimington Gyratory)	Flagged in the Stage 1 report by Derbyshire highway teams as being a current source of congestion.	This junction has recently been improved via traffic management. Little further capacity is likely to be available due to pedestrian demands across the gyratory.
A616 / A619 / A6135 (Barlborough) junction	It is understood that this is due to be improved via a partial signalisation scheme in association with a development scheme.	Could be improved via a full signalisation scheme, with enlargement.
M1 (Junction 30)	It is understood that this is due to be improved via a partial signalisation scheme in association with a development scheme.	Could be improved via a full signalisation scheme.
A38 (Junction with M1, Junction 28)	This is already a fully signalised scheme and identified in the Highways Agency's RNR as being a source of congestion	Not without significant spend and land acquisition such as that related to a Grade Separation scheme.
A61 / A6175	At capacity, since required substantive mitigative works to deliver further development in Clay Cross	The full impact of the Clay Cross development and its highway improvements are not known.

Table 3.6: Key Junctions that could be impacted by proposed LDF development (cont).

Junction	Current Capacity	Potential Improvement
A6175 / B6039	Unknown at present. However, this report identifies large changes in flow across the junction on both roads.	This is a small roundabout junction which may have potential to be improved, or converted to signals.
A619 (West Bars Roundabout)	Source of peak hour queuing, partially signalised junction.	Number of arms and their spacing means that further signalisation is unlikely to be viable.
A619 / Markham Road(Kwik Fit) roundabout	Source of peak hour queuing.	Potential for replacement with a signalised junction (though this has not been investigated).
M1 (Junction 29)	Source of peak hour queuing.	Potential for full signalisation.

3.6.3 The assessment of impacts at the above junctions would require further consideration and detailed modelling at the appropriate time though the above would indicate congested A61 and A619 corridors; particularly since the two converge at a single junction.

3.6.4 It is noted that the development would likely lead to increases in traffic heading into Southern Sheffield and Mansfield; and this effect may need to be considered by neighbouring authorities.

3.6.5 Broad mitigation strategies and options are given in the following section.

Impacts on other Modes

3.6.6 It is noted that the A61 and A619 are important public transport corridors and, as such, any increase in congestion along these routes would impact on bus-based public transport's journey time and reliability.

3.6.7 A current route map is given as Appendix E.

3.6.8 It is also noted that the A619 (Chatsworth Road) contains bordering retail development. As such, any increase in flow along this route is likely to increase severance for pedestrians though formal pedestrian crossing facilities are provided along this route.

4 Discussion and Potential Mitigation

4.1 Overview

- 4.1.1 In terms of mitigation, the Stage 1 report identified that the first step in identifying a suitable mitigation package is to prepare a strategy for accommodating as many trips as practical by sustainable modes. This includes for land-use planning techniques that maximise the likelihood of using alternative modes; such as providing higher density, mixed-use development.
- 4.1.2 These sorts of measures would have most impact on short-distance trips (i.e. within walking and cycling range) and those along public transport corridors and near to public transport nodes. Potential reductions in trips, as identified in the Stage 1 reports, lay within the range of up to 15%. For the analysis in this report, they would therefore have most potential in addressing the intra-zonal movements described in Table 3.5, as well as the total quantum of trips reported for the central Chesterfield zones (which are close to such public transport nodes and corridors).
- 4.1.3 Notwithstanding this, the proposed LDF developments would result in additional traffic using the highway network. Given that this network has been designed in such a way that roads emanate radially from the study area's urban centres, this means that concentrations of flow occur within these centres. The historic pattern of highway network development therefore contributes to congestion.

4.2 Strategy

- 4.2.1 There are two generalised strategies which could be adopted to accommodate a large quantum of traffic growth. The first is to acquire areas of land in order to construct additional highway capacity. This would also require additional urban core car parking to be provided.
- 4.2.2 However, if further highway expansion is viewed as being unsustainable, and a congested network accepted as being the likely future scenario for the local road network, then a **potential strategy** would be to ensure the good operation of central urban centres (e.g. Chesterfield), through:
- Use land-use planning strategies to minimise the requirement for medium and long-range trip making (i.e. Smart Growth⁸);
 - Identify key walking and cycling desire lines within the existing urban cores and seek schemes to ensure these are continuous (with priority over private traffic, wherever possible, and with cycle parking at key destination points);

⁸ **Smart growth** is an urban planning and transportation theory that concentrates growth in compact walkable urban centers to avoid sprawl. It also advocates compact, transit-oriented, walkable, bicycle-friendly land use, including neighborhood schools, complete streets, and mixed-use development with a range of housing choices.

- Identify the likely public transport network requirements of the future (in light of the proposed LDF developments) in liaison with operators (and to include connectivity between bus and rail);
- Identify schemes to prioritise public transport traffic (i.e. buses) along the public transport network;
- Review and remove urban centre parking locations, and adopt principles of Park and Ride (to remove traffic from the urban core by intercepting it from radial routes);
- Increase parking at rail stations;
- Employ Smarter Choices transport planning techniques (such as Personalised Travel Planning etc.) to minimise single occupancy vehicle (SOV) trip making⁹;
- hold queuing traffic on the inbound radials to ensure the good operation of town centre junctions through “gating”;
- identify and improve bottleneck locations on a case by case basis with the aim of ensuring junctions do not “lock”; and,
- provide new highway infrastructure only where it provides access to developmental land, or if it contributes to the above strategy.

4.2.3 The last point means that new highway infrastructure is still likely to be required. Some historic schemes are listed below. Where appropriate, it is noted how they fit with the above strategy. For instance, as part of the redevelopment of Clay Cross Town Centre, Derbyshire County Council is currently undertaking improvements to Furnace Hill Road. The improvements together with the new link Road will be delivered as part of wider regeneration scheme for Clay Cross Town Centre and provide a route to enable through traffic to be diverted from Clay Cross Town Centre. Construction of the new link road is now in hand, opening of which is anticipated late 2010¹⁰.

⁹ It should be noted that strategies to drive down trip making from existing development, could provide “headroom” which could be used by LDF-related development.

¹⁰ *A second scheme, which potentially could provide additional relief to Clay Cross. it is anticipated in the longer term, that a second potential relief road scheme may emerge as a result of private sector proposals for the redevelopment of the former Bewater ironworks site north of the town centre.*

4.2.4 The **Staveley Regeneration Route** is a relief road proposal of the A619 from Hall Lane, Staveley, to the Sainsbury's roundabout. This would provide a bypass of Hollingwood and Brimington. Given the lack of opportunities to connect into the proposed development land direct from the A619, some development of this route is likely to be required for access purposes, in any event. The provision of a full connecting route would provide the additional benefits of;

- Reducing congestion at key junctions along the existing route, and therefore,
- Providing faster, and more reliable, public transport services along the existing A619 (whose services would likely be effected by increasing car-based congestion on this route).

4.2.5 The Staveley Regeneration Route could therefore be seen as a supporting measure to the sustainable mode interventions described above. The route would also provide a new road on which traffic could queue away from existing houses (in accordance with the proposed strategy).

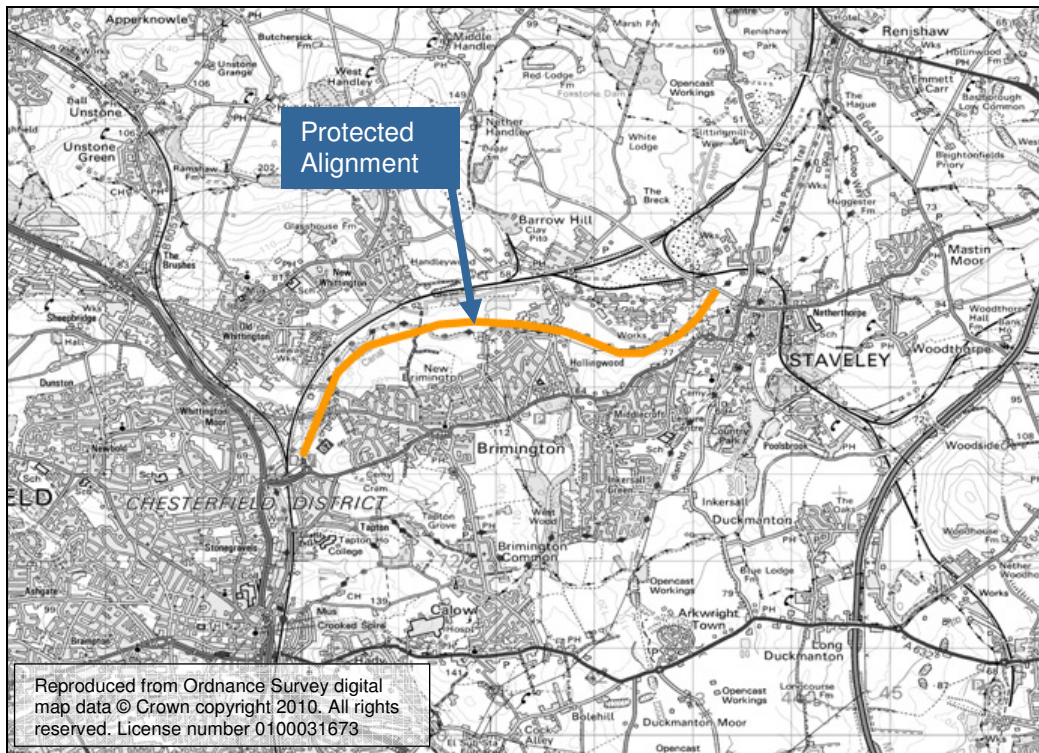


Figure 4.1: Alignment of the Staveley Regeneration Route

- 4.2.6 North East Derbyshire District Council's Local Plan (Plan Policy E4), makes provision for a mixed-use redevelopment of the former Wingerworth Coking site. 'Saved' Policy E4 provides for the comprehensive co-ordinated development of the site in phases. The Local Plan notes that the site is not particularly well located in terms of access to the motorway network. Local Plan Policy E4 raises the potential creation a new road linking the A61, through the site, to the A617.
- 4.2.7 This road would also provide alternative routes to and from the M1 (Junction 29) from the immediate south of Chesterfield, without traffic having to first route through central Chesterfield via the congested A61 junctions.

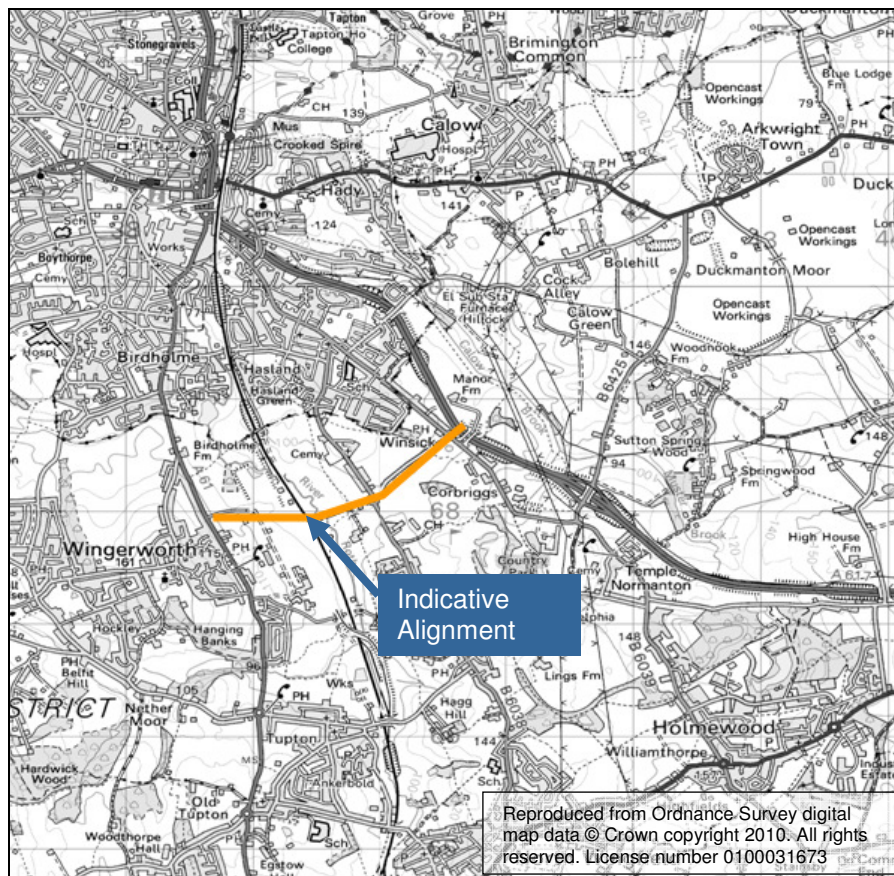


Figure 4.2: Indicative alignment of A61 – A617 link road

- 4.2.8 It is noted that there is expected to be some congestion around Junction 30 and the A619 / A616 roundabout junction. The roundabout itself could likely be improved by a stand-alone scheme. However, it would likely also be beneficial to seek to establish routes from the Barlborough / Clowne area to Junction 29A to split traffic demands across two different trunk road junctions and allow for additional routes into eastern Chesterfield (dependant on detail assessment).
- 4.2.9 It is also noted that much traffic flow appears to be heading to / from southern Sheffield via the A6135 and A618. Within the study area, this may lead to the requirement for localised junction improvements through Eckington and Killamarsh, such as at the junction of the A618 / B5058. This effect may also need to be discussed with Sheffield City Council.
- 4.2.10 Similarly, the large changes in flow on the A38 could lead to junction issues as this route passes through Sutton and Kirby in Ashfield, which would need to be discussed with Ashfield District Council; and Mansfield District Council in relation to the impact on the Mansfield Ashfield Relief Road (MARR).

- 4.2.11 In terms of public transport specific schemes, a railway line runs to the north of Brimington into central Chesterfield. Although investigation of the potential use of this line has not been conducted as part of this study, this would provide the potential for either a development-centred hub or Park and Rail service.
- 4.2.12 Similar 'two way commuting' synergies could be exploited in future at the Markham Vale development, (where conditions on the outline planning permission require a site for a rail halt to be protected) and at Staveley Works, where a future park and ride/park and rail scheme could serve both Chesterfield and Sheffield. In both cases, a future rail halt could also help bring commuting workers in from Chesterfield, perhaps with buses undertaking that function initially.

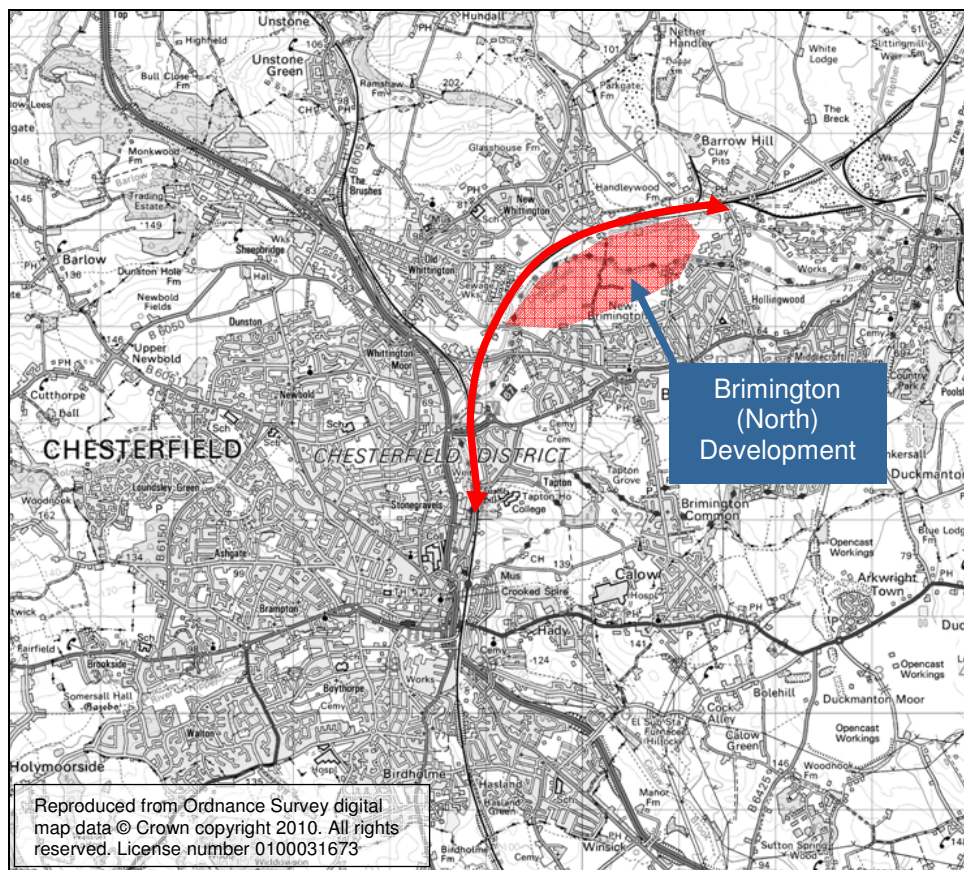


Figure 4.3: Potential use of rail-line to serve Brimington (North) development, or as wider mitigation for impacts on A619 and A61

- 4.2.13 There is a rail line routing south of Chesterfield. Although investigation of the potential use of this line has not been conducted as part of this study, this would provide the potential for either a development-centred hub or Park and Rail service.

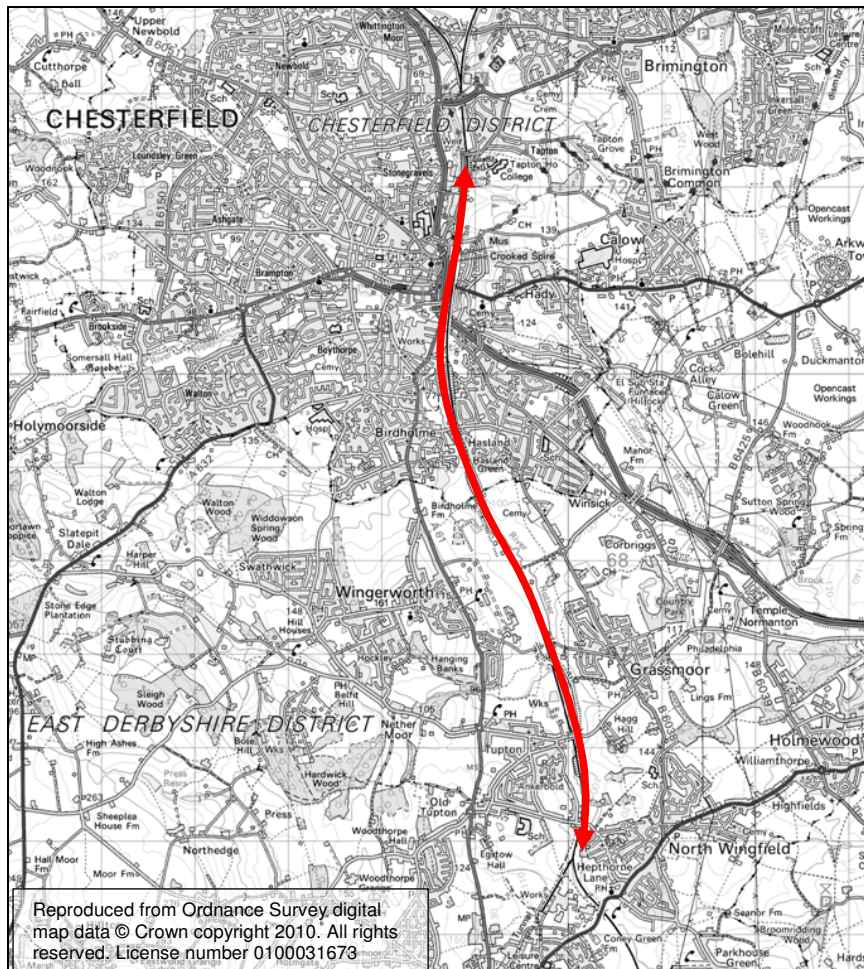


Figure 4.4: Potential use of rail-line to serve area south of Chesterfield, or as wider mitigation for impacts on A61

- 4.2.14 A road scheme has been proposed by Chesterfield Borough Council to improve access to Chesterfield railway station, with a connection from the station to Hady Hill; as per Figure 4.5, below.



Figure 4.5: Potential Station access road

- 4.2.15 None of the schemes outlined in this section have been designed, or received any form of planning permission (and, as such, remain speculative).

4.3 Further Work and Funding

Methodological Issues

- 4.3.1 Given that the DIAMOND tool does not re-assign base traffic, a fully dynamic and responsive model of the Chesterfield area is likely to be required in order to test mitigation strategies further. It is understood that such a model is currently in development and will be ready by mid-2011.

Development of Strategy to Manage LDF Growth Traffic

- 4.3.2 The proposed Strategy will start with the identification of core walking, cycling and public transport routes and then their improvement via the creation of continuous networks and the removal of bottlenecks. It also suggests a review of parking provision and identification of potential future Park and Ride sites once these are required. If the strategy is adopted, these areas of work would need to be developed further, on behalf of either the local highway or planning authority, to ensure their viability. A potential way forward is provided in the table below.

Table 4.1: Potential Strategies

Strategy Element	Way Forward
Land-use planning strategies (i.e. Smart Growth)	<ul style="list-style-type: none"> Consider potential for linked trips and reduced trip making at Site Allocations stage via trip catchment analysis.
Walking and Cycling	<ul style="list-style-type: none"> Liaise with DCC Walking and Cycling teams to identify key network in relation to proposed developments and in urban cores, Seek schemes to ensure networks are continuous (with priority over private traffic, wherever possible), Identify areas for enhanced cycle parking at key destination points).
Public Transport	<ul style="list-style-type: none"> Liaise with DCC Public Transport team and Public Transport operators to identify the likely public transport network of the future (in light of the proposed LDF developments) Identify public transport bottlenecks Identify schemes to prioritise public transport traffic (i.e. buses) along the public transport network Identify opportunities to improve connectivity between bus and rail,

Table 4.1: Potential Strategies (cont).

Strategy Element	Way Forward
Car Parking	<ul style="list-style-type: none"> • Review urban centre parking locations, • Identify potential sites for Park and Ride and associated corridor improvements, • Increase parking at rail stations.
Smarter Choices	<ul style="list-style-type: none"> • Identify which Smarter Choices techniques would be appropriate for particular development locations (i.e. real time information, workplace parking charges etc.), • In particular, identify those areas where the potential for Personalised Travel Planning would have the most impact, • Develop Personalised Travel Planning scheme and potential Area Travel Plans.
Traffic Management	<ul style="list-style-type: none"> • Identify locations at which in-bound traffic could be held back from Chesterfield town centre, • Review existing main routes into town centres to identify and improve bottle necks (including on-street parking).
New Highway Infrastructure	<ul style="list-style-type: none"> • Use Chesterfield SATURN model (in preparation) to test impacts of new highway infrastructure to identify an infrastructure package to support new development.

4.3.3 The contribution of each development site to the overall strategy would need to be considered at the stage of a specific planning application. However, the overall level of contribution would need to be proportional to development size (e.g. a housing site of 5 units could not be expected to provide the same infrastructure contribution as one delivering 1000 units etc.)

Funding

4.3.4 The Stage 2 (Individual) reports also identified that the LDF developments within Chesterfield, Bolsover and North East Derbyshire all contribute traffic to each others networks to a lesser or greater extent. It is therefore likely that a co-ordinated approach to the funding of mitigation measures will be required based on a contributory mechanism. Furthermore, it is noted that some roads impacted by this development lie outside of the Chesterfield administrative area; as such, the funding of mitigation may need to be cross-boundary.

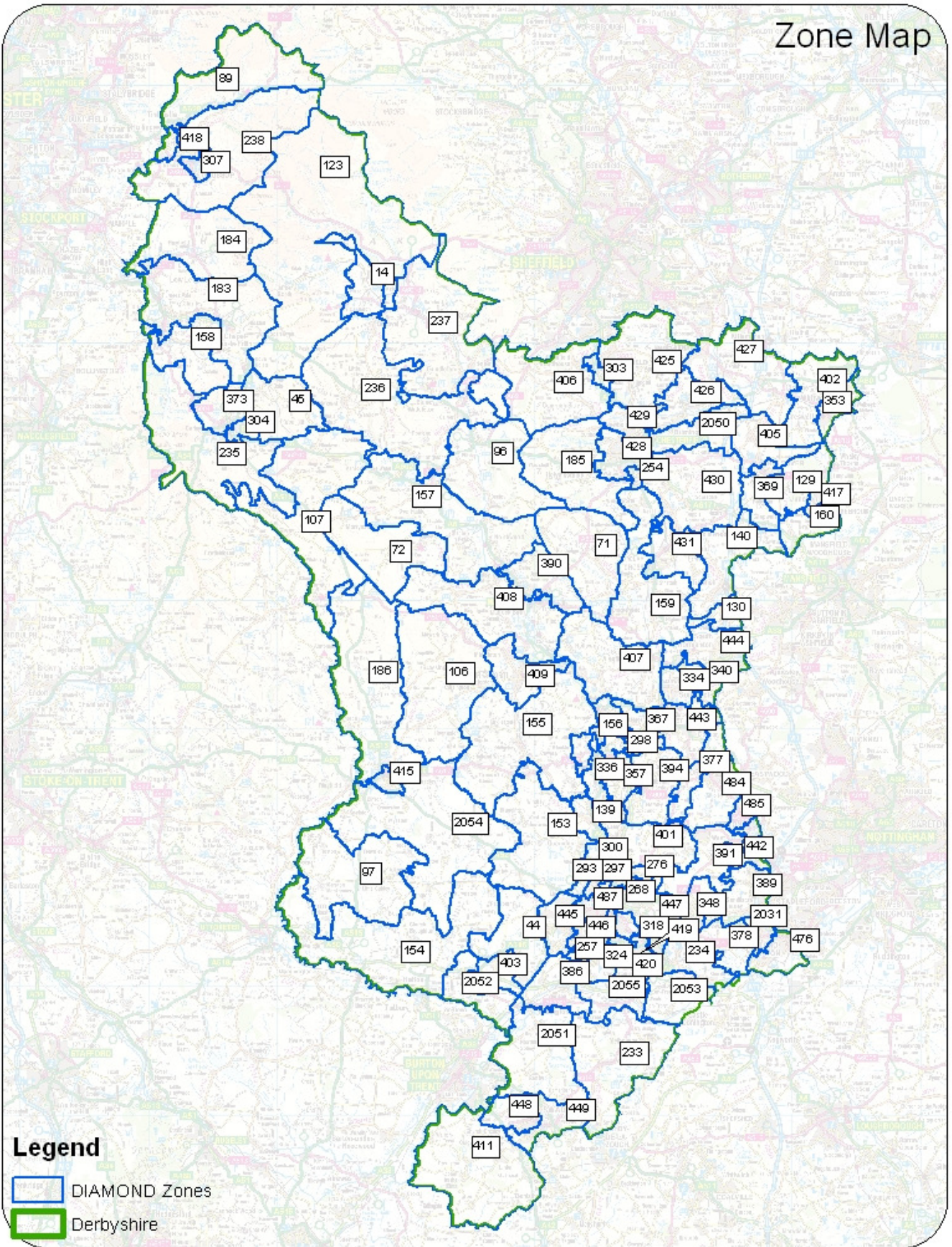
4.3.5 The issue of funding is discussed further within the Stage 1 report.

5 Summary

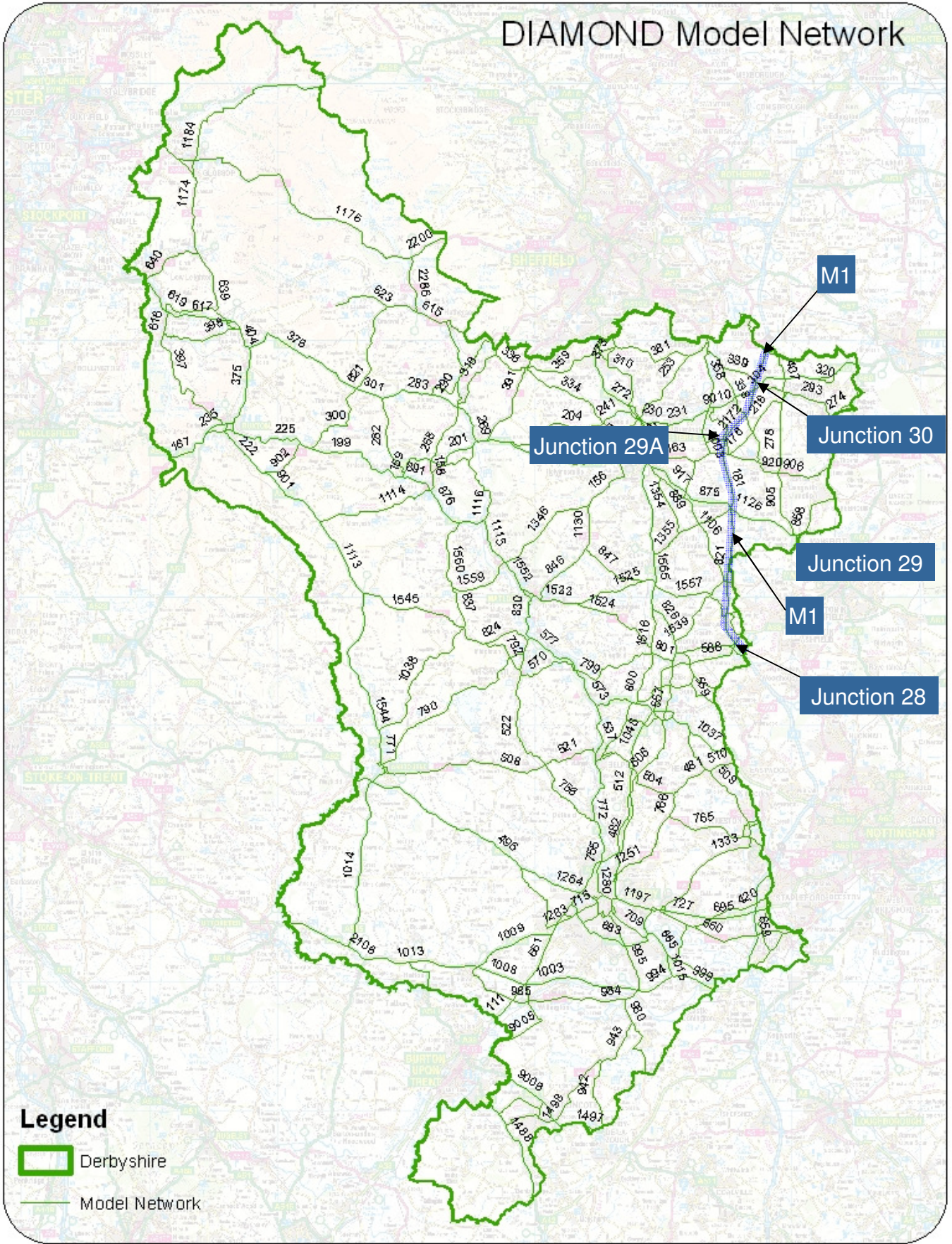
- 5.1.1 This report has quantified the likely impacts of the proposed LDF-related development in Chesterfield, Bolsover and North East Derbyshire using the Highways Agency's DIAMOND tool.
- 5.1.2 The key impacts have been shown to be along the A61, A619 (Chesterfield Road) and A619 (Chatsworth Road), A617, A6175, A616 and A38. These impact locations are broadly similar to those manually identified in the Stage 1 and Stage 2 (Individual) reports.
- 5.1.3 Following the identification of these impact locations, a strategy for the continued operation of the local highway network under congested conditions has been suggested; including the identification of supporting highway schemes which could assist public transport accessibility through existing urban centres. Several elements of this strategy would need to be developed further in order to support specific Site Allocations and to identify an overall package to facilitate the LDF development.
- 5.1.4 The above would provide a good fit with current Government guidance, and the overall strategy for the identification of sustainable mode interventions given in the Stage 1 report.

**APPENDIX A
DIAMOND NETWORK AND ZONE MAP**

Zone Map



DIAMOND Model Network



- Legend**
-  Derbyshire
 -  Model Network

**APPENDIX B
CHESTERFIELD TEST OPTION**

The Test Option sought to identify locations for potential employment and residential development for the sole purpose of enabling the implications of Chesterfield's Core Strategy Preferred Option to be tested, however, there is no implication that any of the locations listed would be suitable for development.

Development Name	Start Year	Completion Year	Should trips be prorated between start and completion? (Y or N)	Development Type (e.g. C3)*	Development Size (e.g. GFA or dwelling numbers)	Location (either model zone or easting/northing)	District	Trip rates if known (AM & PM, generation & attraction)
CS - SPITAL LANE	2010	2011	Y	C3	10	(438,192) (370,674)	CBC	
CS - WHITE BANK FARM	2011	2012	Y	C3	16	(438,917) (370,235)	CBC	
CS - FOOLW COURT	2011	2012	Y	C3	18	(437,624) (370,112)	CBC	
CS - LAND OFF DOCK WALK	2011	2013	Y	C3	57	(437,384) (370,823)	CBC	
CS - BANK STREET	2012	2013	Y	C3	10	(437,409) (371,111)	CBC	
CS - SALTERGATE	2011	2014	Y	C3	96	(437,773) (371,517)	CBC	
CS - SHEFFIELD ROAD	2011	2014	Y	C3	85	(438,239) (372,367)	CBC	
CS - HIPPER HOUSE	2015	2020	Y	C3	18	(437,510) (370,896)	CBC	
CS - POST OFFICE DEPOT	2024 ONWARDS		Y	C3	30	(437,827) (371,054)	CBC	
CS - NEW BEETWELL STREET / MARKHAM ROAD	2015	2020	Y	C3	88	(438,072) (370,956)	CBC	
CS - KWIK FIT AND OFFICES MARKHAM ROAD	2015	2020	Y	C3	24	(438,490) (370,897)	CBC	
CS - SOUTH PLACE / HIPPER STREET	2015	2020	Y	C3	53	(438,370) (370,897)	CBC	
CS - NEWSPAPER OFFICE, STATION ROAD	2015	2020	Y	C3	64	(438,612) (371,103)	CBC	
CS - DURRANT ROAD CAR PAR	2015	2020	Y	C3	16	(438,567) (371,390)	CBC	
CS - ROSE HILL EAST AND WEST CAR PARKS	2015	2020	Y	C3	58	(438,036) (371,275)	CBC	
CS - MARSDEN STREET TIMBER YARD	2015	2020	Y	C3	39	(438,160) (371,424)	CBC	
CS - SPENCER STREET HEALTH CENTRE	2015	2020	Y	C3	50	(438,014) (371,438)	CBC	
CS - FRECHEVILLE STREET	2011	2012	Y	C3	24	(442,938) (374,069)	CBC	
CS - STAVELEY BASIN	2015	2020	Y	C3	10	(443,377) (375,157)	CBC	
CS - SHOPPING CENTRE, STAVELEY	2024 ONWARDS		Y	C3	20	(443,215) (374,609)	CBC	
CS - ASHBROOK HOSTEL	2011	2012	Y	C3	33	(436,357) (371,778)	CBC	
CS - REAR OF CHATSWORTH	2015	2020	Y	C3	20	(435,925) (370,481)	CBC	
CS - REAR OF 258 OLD ROAD	2024 ONWARDS		Y	C3	24	(436,090) (371,021)	CBC	
CS - TESCO, MELTHAM ROAD	2015	2020	Y	C3	30	(438,694) (372,692)	CBC	
CS - AMBULANCE STATION	2013	2014	Y	C3	11	(435,359) (371,455)	CBC	
CS - LINACRE ROAD	2015	2025	Y	C3	312	(435,425) (372,016)	CBC	
CS - ST PHILIPS DRIVE BUILDERS	2013	2014	Y	C3	15	(439,082) (369,514)	CBC	
CS - STORFORTH LANE	2024 ONWARDS		Y	C3	46	(439,135) (369,329)	CBC	
CS - STAVELEY WORKS AAP			Y	C3	2000	(441,708) (374,833)	CBC	
PA - WATERSIDE			Y	C3	1500	(438,772) (372,425)	CBC	
CS - MASTIN MOOR			Y	C3	400	(445,249) (375,263)	CBC	
CS - DUCKMANTON			Y	C3	400	(443,856) (371,964)	CBC	
CS - ASH GLEN	2011	2012	Y	C3	30	(437,584) (375,911)	CBC	
CS - ABERCROMBIE SCHOOL	2011	2012	Y	C3	12	(438,192) (371,788)	CBC	
CS - DEATONS	2013	2015	Y	C3	50	(443,928) (374,357)	CBC	
CS - MILLER AVENUE	2011	2012	Y	C3	12	(445,309) (375,854)	CBC	
CS - 146-150 SPITAL LANE	2011	2013	Y	C3	50	(439,636) (370,272)	CBC	
CS - BROCKWELL COURT	2011	2012	Y	C3	28	(436,639) (372,642)	CBC	
CS - REAR OF STORRS ROAD	2013	2014	Y	C3	10	(435,616) (370,945)	CBC	
CS - MIDDLECROFT LEISURE CENTRE	2011	2012	Y	C3	15	(442,733) (373,459)	CBC	
CS - 66A AND 74 STORRS ROAD	2013	2014	Y	C3	19	(435,630) (371,003)	CBC	
CS - SHEFFIELD ROAD BOAT SALES	2011	2013	Y	C3	50	(437,589) (376,059)	CBC	
CS - LAND REAR OF HANDLEY ROAD	2015	2020	Y	C3	48	(439,776) (376,132)	CBC	
CS - INKERSALL GREEN ROAD	2024 ONWARDS		Y	C3	36	(441,951) (373,574)	CBC	
CS - 20-22 WOODTHORPE ROAD	2015	2020	Y	C3	14	(445,207) (374,560)	CBC	
CS - ST JOHN'S FARM, WOODTHORPE ROAD	2015	2020	Y	C3	10	(445,011) (374,523)	CBC	
COM - WALTON WORKS	2011	2013	Y	C3	200	(436,838) (370,739)	CBC	
COM - WHEATBRIDGE MILLS	2011	2013	Y	C3	70	(437,453) (370,939)	CBC	
COM - WALTON HOSPITAL NORTH	2011	2013	Y	C3	60	(437,187) (369,499)	CBC	

COM - WALTON HOSPITAL SOUTH	2011	2013	Y	C3	60	(437,527) (369,378)	CBC	
COM - ELM STREET	2011	2012	Y	C3	23	(440,953) (374,219)	CBC	
COM - LAND AT GATE INN	2011	2012	Y	C3	15	(445,428) (375,605)	CBC	
COM - NEWBOLD SCHOOL	2011	2013	Y	C3	60	(436,792) (372,860)	CBC	
COM - SHORTS BUILDER'S YARD	2011	2012	Y	C3	20	(438,329) (372,326)	CBC	
COM - SYCAMORE ROAD	2011	2012	Y	C3	18	(440,989) (374,074)	CBC	
COM - LAND ADJOINING ELM STREET	2010	2011	Y	C'3	21	(440938), (374212)	CBC	
COM - 216 OLD HALL ROAD	2010	2011	Y	C'3	10	(436714), (371389)	CBC	
COM - NEWBOLD ROAD	2010	2011	Y	C'3	16	(437808), (371915)	CBC	
COM - ASHGATE ROAD	2010	2011	Y	C'3	13	(437507), (371455)	CBC	
COM - DERBY ROAD	2010	2015	Y	C'3	199	(438502), (370281)	CBC	
COM - LAUREL CRESCENT	2010	2011	Y	C'3	42	(441338), (374222)	CBC	
COM - NETHERTHORPE	2010	2011	Y	C'3	22	(444104), (374617)	CBC	
PA - Dade Avenue	2011	2014	Y	C3	11	(442183), (372855)	CBC	

Development Name	Start Year	Completion Year	Should trips be prorated between start and completion? (Y or N)	Development Type (e.g. C3)*	Development Size (e.g. GFA or dwelling numbers)	Location (either model zone or easting/northing)	District	Trip rates if known (AM & PM, generation & attraction)
COM - Markham Vale	2010	2020	Y	B1a	25000	(444971), (372392)	CBC	
COM - Markham Vale	2010	2020	Y	B2	60000	(444971), (372392)	CBC	
COM - Markham Vale	2010	2020	Y	B8	180000	(444971), (372392)	CBC	
COM - Land at Donkins	2010	2020	Y	B1a	25952	(438514), (370449)	CBC	
CS - Stonegravels Bus Depot	2012	2017	Y	B1	3951	(438374), (372196)	CBC	
PA - Chesterfield Waterside	2015	2026	Y	B1a	36000	(438733), (371778)	CBC	
CS - Armytage Industrial Estate, Station Road	2010	2015	Y	B2	1702	(438927), (374502)	CBC	
CS - Armytage Industrial Estate, Station Road	2010	2015	Y	B2	2404	(439016), (374571)	CBC	
CS - Armytage Industrial Estate, Station Road	2015	2020	Y	B2	15912	(438874), (374275)	CBC	
CS - Chesterfield Town Centre Masterplan	2010	2026+	Y	B1a	84000	(438178), (371165)	CBC	
CS - Sheepbridge & Dunston Trading Estate	2010	2026	Y	B2	13745	(436613), (374896)	CBC	
CS - Sheepbridge & Dunston Trading Estate	2010	2026	Y	B8	13745	(436613), (374896)	CBC	
CS - GKN (Sheepbridge & Dunston Trading Estate)	2010	2026	Y	B2	17327	(437074), (374756)	CBC	
CS - GKN (Sheepbridge & Dunston Trading Estate)	2010	2026	Y	B8	17327	(437074), (374756)	CBC	
COM - Land at Dunston Road	2010	2015	Y	B1	7527	(437307), (374390)	CBC	
COM - Land at Dunston Road	2010	2015	Y	B2	7527	(437307), (374390)	CBC	
CS - Land at Whitting Valley Road	2010	2026	Y	B2	32376	(438858), (373970)	CBC	
CS - Land at Whitting Valley Road	2010	2018	Y	B1	8094	(438858), (373970)	CBC	
CS - Station Lane Industrial Estate, North Whittington	2010	2015	Y	B1	1948	(439946), (375015)	CBC	
CS - Station Lane Industrial Estate, North Whittington	2010	2015	Y	B2	7794	(439946), (375015)	CBC	
COM - Former Pearson Pottery	2010	2015	Y	B1	4160	(438621), (373361)	CBC	
COM - Former Pearson Pottery	2010	2015	Y	B2	4160	(438621), (373361)	CBC	
CS - Lockoford Lane	2010	2015	Y	B1c	1700	(438777), (373061)	CBC	
CS - Lockoford Lane	2010	2015	Y	B2	1700	(438777), (373061)	CBC	
CS - Former Tesco Superstore, Meltham Lane	2012	2020	Y	B1	12830	(438699), (372701)	CBC	
CS - Fire Station	2010	2015	Y	B1c	2153	(438238), (373168)	CBC	
CS - Boythorpe Works	2012	2022	Y	B1	23056	(436968), (370578)	CBC	
CS - Vanguard Trading Estate	2010	2016	Y	B2	3180	(438565), (369107)	CBC	
CS - Vanguard Trading Estate	2010	2016	Y	B2	3534	(438730), (369124)	CBC	
CS - Vanguard Trading Estate	2010	2016	Y	B2	1399	(438486), (368844)	CBC	

CS - Hartington Tip	2014	2020	Y	B2	10108	(443251), (375412)	CBC	
CS - Ireland Industrial Estate	2010	2016	Y	B2	8443	(443814), (374282)	CBC	
CS - Land at Station Road	2012	2020	Y	B2	11405	(437898), (374445)	CBC	
CS - Staveley Works Area Action Plan Area	2012	2026+	Y	B1	32000	(442312), (374916)	CBC	
CS - Staveley Works Area Action Plan Area	2012	2026+	Y	B2	16000	(442312), (374916)	CBC	
CS - Staveley Works Area Action Plan Area	2012	2026+	Y	B8	32000	(442312), (374916)	CBC	

Development Name	Start Year	Completion Year	Should trips be prorated between start and completion? (Y or N)	Development Type (e.g. C3)*	Development Size (e.g. GFA or dwelling numbers)	Location (either model zone or easting/northing)	District	Trip rates if known (AM & PM, generation & attraction)
Ecodome	2012	2017	N	D2	488 rooms, leisure facilities and championship golf course	(436744), (375964)	CBC	
Tesco	2008	2009	N	A1	12700 sqm Superstore	(438518), (373,006)	CBC	
Chesterfield Football Stadium	2009	2010	N	D2	10,600 (capacity)	(438373), (373093)	CBC	
Casa Hotel	2009	2010	N	C1	100 bedrooms	(438545), (372809)	CBC	

APPENDIX C BOLSOVER TEST OPTION

The Test Option sought to identify locations for potential employment and residential development for the sole purpose of enabling the implications of Bolsover's Core Strategy Preferred Option to be tested, however, there is no implication that any of the locations listed would be suitable for development.

SITE REF	Start year	End year	Prorated trips?	SITE TYPE	USE CLASS	No of dwellings	Employment Area (ha)	EASTING	NORTHING	District	Location	SETTLEMENT	SITE SOURCE
02/00272/OUTEA	2009	2014	Y	Committed Employment	B1 B2 B8	0	18.859	445322	373653	BDC	Land at Seymouor Markham Vale	Countryside	ILA
04/00533/FUL	2009	2014	Y	Committed Employment	B1	0	0.307	447712	376446	BDC	Ash Close Barlborough	Barlborough	ILA
04/00534/OUT	2009	2014	Y	Committed Employment	B1	0	0.095	447330	376488	BDC	Tallys End Barlborough	Barlborough	ILA
04/00677/FUL	2009	2014	Y	Committed Employment	B1	0	0.261	449354	375808	BDC	Land Off Station Road	Clowne	ILA
05/00867/FULMAJ	2009	2014	Y	Committed Employment	B1	0	0.995	445181	356914	BDC	Land Off Ball Hill	South Normanton	ILA
06/00319/OUTMAJ	2009	2014	Y	Committed Employment	B2	0	2.710	453244	375838	BDC	Whitwell Colliery	Whitwell	ILA
06/00621/OUTMAJ	2009	2014	Y	Committed Employment	B1	0	38.898	446023	356487	BDC	Pinxton Castle	South Normanton	ILA
06/00679/FULMAJ	2009	2014	Y	Committed Employment	B1	0	23.409	453165	366808	BDC	Sports Direct	Shirebrook	ILA
06/00760/FULMAJ	2009	2014	Y	Committed Employment	B1	0	1.103	444036	356689	BDC	Land Off Lees Lane	Countryside	ILA
06/00818/REMAJ	2009	2014	Y	Committed Employment	B1	0	1.191	445624	356777	BDC	Carter Lane East	South Normanton	ILA
07/00223/FULMAJ	2009	2014	Y	Committed Employment	B1	0	2.380	447885	376112	BDC	Barlborough Links	Barlborough	ILA
07/00434/FULMAJ	2009	2014	Y	Committed Employment	B1	0	0.141	447974	376310	BDC	Lindrick Way Barlborough Links	Barlborough	ILA
07/00627/REMAJ	2009	2014	Y	Committed Employment	B1	0	2.056	452908	367082	BDC	Weighbridge Road	Shirebrook	ILA
08/00080/FULMAJ	2009	2014	Y	Committed Employment	B1	0	0.287	445611	357064	BDC	Land Off High View Road	South Normanton	ILA
08/00082/OUT	2009	2014	Y	Committed Employment	B1	0	0.351	445820	357115	BDC	Carter Lane East	South Normanton	ILA
08/00180/REMAJ	2009	2014	Y	Committed Employment	B1	0	1.629	452856	366622	BDC	Redbridge Close	Shirebrook	ILA
08/00389/FULMAJ	2009	2014	Y	Committed Employment	B1	0	0.338	452852	366689	BDC	Blacksmith Way	Shirebrook	ILA
09/00011/FUL	2009	2014	Y	Committed Employment	B1	0	0.052	446620	369888	BDC	Land off Main Street	Bolsover	ILA
09/00072/FUL	2009	2014	Y	Committed Employment	B1	0	0.667	447260	373596	BDC	Land off Clowne Road	Stanfree South	ILA
09/00305/FUL	2009	2014	Y	Committed Employment	B1	0	0.271	445002	357443	BDC	Land Off High View Road	South Normanton	ILA
09/00438/FUL	2009	2014	Y	Committed Employment	B1	0	0.086	445577	356960	BDC	Carter Lane East	South Normanton	ILA
12A(1)	2009	2014	Y	Committed Employment	B1 B2 B8	0	12.853	445975	357467	BDC	Wincobank Farm	Countryside	Local Plan Allocation
13A	2009	2014	Y	Committed Employment	B1 B2 B8	0	3.070	453046	366784	BDC	South Shirebrook	Shirebrook	Local Plan Allocation
14A(1)	2009	2014	Y	Committed Employment	B1 B2 B8	0	0.263	447290	376528	BDC	Barlborough Links	Barlborough	Local Plan Allocation
14A(2)	2009	2014	Y	Committed Employment	B1 B2 B8	0	1.645	447225	376398	BDC	Barlborough Links	Barlborough	Local Plan Allocation
14A(3)	2009	2014	Y	Committed Employment	B1 B2 B8	0	0.339	447503	376183	BDC	Barlborough Links	Barlborough	Local Plan Allocation
14A(4)	2009	2014	Y	Committed Employment	B1 B2 B8	0	0.366	447373	375935	BDC	Barlborough Links	Barlborough	Local Plan Allocation
15A	2009	2014	Y	Committed Employment	B1 B2 B8	0	1.308	443621	354917	BDC	Clover Nook	Clover Nook	Local Plan Allocation
16A(1)	2009	2014	Y	Committed Employment	B2	0	1.280	444940	357372	BDC	Berristow Lane	South Normanton	Local Plan Allocation
17A	2009	2014	Y	Committed Employment	B1 B2 B8	0	1.674	452929	371114	BDC	Langwith Colliery	Whaley Thorns	Local Plan Allocation
1A	2009	2014	Y	Committed Employment	B2	0	4.519	453116	367573	BDC	Portland Road / Vernon Street	Shirebrook	Local Plan Allocation
2A(1)	2009	2014	Y	Committed Employment	B1 B2 B8	0	0.961	446231	355093	BDC	Brookhill	Pinxton	Local Plan Allocation
2A(2)	2009	2014	Y	Committed Employment	B1 B2 B8	0	3.067	446526	354862	BDC	Brookhill	Pinxton	Local Plan Allocation
4A	2009	2014	Y	Committed Employment	B1	0	1.253	448012	369403	BDC	Mansfield Rd, Hillstow	Bolsover	Local Plan Allocation
5A	2009	2014	Y	Committed Employment	B1 B2 B8	0	1.238	446167	370756	BDC	Bolsover Colliery South	Bolsover	Local Plan Allocation
6A	2009	2014	Y	Committed Employment	B1 B2 B8	0	1.649	446347	371163	BDC	Bolsover Business Park	Bolsover	Local Plan Allocation
7A(1)	2009	2014	Y	Committed Employment	B1 B2 B8	0	1.508	452369	373779	BDC	Colliery Road, Creswell	Creswell	Local Plan Allocation
7A(2)	2009	2014	Y	Committed Employment	B1 B2 B8	0	1.569	452371	373432	BDC	Creswell Colliery South	Creswell	Local Plan Allocation
8A(1)	2009	2014	Y	Committed Employment	B1 B2 B8	0	0.679	453282	375787	BDC	Whitwell Colliery	Whitwell	Local Plan Allocation
8A(2)	2009	2014	Y	Committed Employment	B1 B2 B8	0	4.108	453443	375840	BDC	Whitwell Colliery	Whitwell	Local Plan Allocation
9A(1)	2009	2014	Y	Committed Employment	B1 B2 B8	0	0.783	445614	356752	BDC	Carter Lane East	South Normanton	Local Plan Allocation
9A(2)	2009	2014	Y	Committed Employment	B1 B2 B8	0	0.243	445812	356996	BDC	Carter Lane East	South Normanton	Local Plan Allocation
POT/EMP/001	2015	2026	Y	Potential Employment	B1 B2 B8	0	38.83	445788	371756	BDC	Coalite	Bolsover	Potential LDF Allocation
POT/RES/003	2013	2020	Y	Potential Residential	C3	795	0.000	447988	371083	BDC	Land at Marpit Lane/Steel Road, Bolsover	Bolsover	Potential LDF Strategic Site
POT/RES/010	2013	2020	Y	Potential Residential	C3	546	0.000	449845	376454	BDC	Land to Northern Edge of Clowne	Countryside	Potential LDF Strategic Site
B0036	2009	2014	Y	Committed Residential	C3	0	0.000	444219	359077	BDC	Land West Of Cragg Lane.	Newton	Schedule A Major
B0122	2009	2014	Y	Committed Residential	C3	18	0.000	448641	375789	BDC	West Lea Cottages	Clowne	Schedule A Major
B0235	2009	2014	Y	Committed Residential	C3	3	0.000	450202	364332	BDC	Park View Development off Chesterfield Road	Pleasley	Schedule A Major
B0275	2009	2014	Y	Committed Residential	C3	24	0.000	452057	367591	BDC	Hilltop Drive/ Summit Hill	Shirebrook	Schedule A Major
B0907	2009	2014	Y	Committed Residential	C3	12	0.000	446074	355337	BDC	Land To The Rear Of The Rectory, Town Street, Pinxton	Pinxton	Schedule A Major
B1032	2009	2014	Y	Committed Residential	C3	15	0.000	448990	375573	BDC	Chestnut Drive	Clowne	Schedule A Major
B1325	2009	2014	Y	Committed Residential	C3	17	0.000	450056	365479	BDC	Land north of 4 Meadow Way	New Houghton	Schedule A Major
B1502	2009	2014	Y	Committed Residential	C3	28	0.000	450224	376234	BDC	Clune Street	Clowne	Schedule A Major
B1576a	2009	2014	Y	Committed Residential	C3	4	0.000	443681	358371	BDC	Primrose Hill	Blackwell	Schedule A Major
B1577	2009	2014	Y	Committed Residential	C3	190	0.000	452068	373612	BDC	Land south of Model Village	Creswell	Schedule A Major
B1666a	2009	2014	Y	Committed Residential	C3	80	0.000	451419	366715	BDC	South Shirebrook development	Shirebrook	Schedule A Major

B1880	2009	2014	Y	Committed Residential	C3	43	0.000	447556	371422	BDC	Oxcroft Lane	Bolsover	Schedule A Major
B1886	2009	2014	Y	Committed Residential	C3	14	0.000	443840	355947	BDC	Land to r/o 30 - 54 Birchwood Lane	South Normanton	Schedule A Major
B1910	2009	2014	Y	Committed Residential	C3	64	0.000	449948	364124	BDC	New Terrace Pleasley	Pleasley	Schedule A Major
B1912	2009	2014	Y	Committed Residential	C3	1	0.000	453025	370725	BDC	Bathhurst Terrace	Langwith & Whaley Thorns	Schedule A Major
B1931	2009	2014	Y	Committed Residential	C3	19	0.000	449960	375946	BDC	LAND TO REAR OF 169-207 CRESWELL ROAD	Clowne	Schedule A Major
B1941	2009	2014	Y	Committed Residential	C3	23	0.000	448158	370285	BDC	88 To 92 Moor Lane	Bolsover	Schedule A Major
B1966	2009	2014	Y	Committed Residential	C3	19	0.000	452271	367495	BDC	Bowling Green & Miners Welfare Carpark.	Shirebrook	Schedule A Major
B1970	2009	2014	Y	Committed Residential	C3	14	0.000	452150	375116	BDC	Markland Campus, Sheffield Road	Creswell	Schedule A Major
B1981	2009	2014	Y	Committed Residential	C3	127	0.000	445913	366209	BDC	Land Off North Street, East Street, West Street And Off Mansfield Road.	Bramley Vale & Doe Lea	Schedule A Major
B1989	2009	2014	Y	Committed Residential	C3	9	0.000	452665	374340	BDC	Former schools, Elmton Rd	Creswell	Schedule A Major
B2005	2009	2014	Y	Committed Residential	C3	10	0.000	448240	370117	BDC	97 To 101 Moor Lane.	Bolsover	Schedule A Major
B2010a	2009	2014	Y	Committed Residential	C3	40	0.000	449347	375530	BDC	Former College, Rectory Road	Clowne	Schedule A Major
B2014	2009	2014	Y	Committed Residential	C3	45	0.000	443763	355440	BDC	1 - 45 Red Lane,	South Normanton	Schedule A Major
B2018	2009	2014	Y	Committed Residential	C3	13	0.000	449338	375106	BDC	Former Tennis Club, Rood Lane	Clowne	Schedule A Major
B2022	2009	2014	Y	Committed Residential	C3	91	0.000	446783	370044	BDC	Mercol Factory, Carr Vale	Bolsover	Schedule A Major
B2035	2009	2014	Y	Committed Residential	C3	32	0.000	445945	357173	BDC	75 Mansfield Road,	South Normanton	Schedule A Major
B2036	2009	2014	Y	Committed Residential	C3	12	0.000	452326	374265	BDC	Station Hotel, 44 Elmton Road, Creswell, Worksop, Derbyshire, S80 4JD	Creswell	Schedule A Major
B2054	2009	2014	Y	Committed Residential	C3	10	0.000	447008	372723	BDC	315 Shuttlewood Road	Shuttlewood	Schedule A Major
B2076	2009	2014	Y	Committed Residential	C3	24	0.000	449739	364963	BDC	Appleby Guest House, Chesterfield Road.	New Houghton	Schedule A Major
B2077	2009	2014	Y	Committed Residential	C3	39	0.000	444798	356823	BDC	Jacques Brickyard, Water Lane,	South Normanton	Schedule A Major
B2084	2009	2014	Y	Committed Residential	C3	65	0.000	452464	367108	BDC	Site Of Demolished Houses, 46 - 110 Church Drive.	Shirebrook	Schedule A Major
B2085	2009	2014	Y	Committed Residential	C3	25	0.000	445714	357045	BDC	Land To The South Of 191, Carter Lane East.	South Normanton	Schedule A Major
B2086	2009	2014	Y	Committed Residential	C3	20	0.000	453043	376746	BDC	15 Hangar Hill, Whitwell.	Whitwell	Schedule A Major
B2087	2009	2014	Y	Committed Residential	C3	28	0.000	453052	370590	BDC	A J S Autos, 1 Pit Hill.	Langwith & Whaley Thorns	Schedule A Major
B2092	2009	2014	Y	Committed Residential	C3	10	0.000	452253	374130	BDC	Creswell Methodist Church, Elmton Road	Creswell	Schedule A Major
B2098	2009	2014	Y	Committed Residential	C3	24	0.000	444036	356689	BDC	Land To The North Of Lees Lane And West Of Market Street.	South Normanton	Schedule A Major
B0621	2009	2014	Y	Committed Residential	C3	1	0.000	447436	370029	BDC	Land North Of 39 Conduit Road, Bolsover, Chesterfield, Derbyshire	Bolsover	Schedule A Minor
B0671	2009	2014	Y	Committed Residential	C3	2	0.000	447854	376984	BDC	Sparrowbusk Farm, Clowne Road	Barbborough	Schedule A Minor
B0868	2009	2014	Y	Committed Residential	C3	3	0.000	450358	364187	BDC	5 & 11 Newboundmill Lane	Pleasley	Schedule A Minor
B0872	2009	2014	Y	Committed Residential	C3	1	0.000	445790	355263	BDC	53 & 57 Victoria St	Pinxton	Schedule A Minor
B0890	2009	2014	Y	Committed Residential	C3	1	0.000	447602	368427	BDC	Cleveland, Back Lane	Palterton	Schedule A Minor
B0972	2009	2014	Y	Committed Residential	C3	1	0.000	444341	361082	BDC	157-159 High St	Tibshelf	Schedule A Minor
B1023	2009	2014	Y	Committed Residential	C3	1	0.000	446295	372192	BDC	142d Chesterfield Road	Countryside	Schedule A Minor
B1056a	2009	2014	Y	Committed Residential	C3	5	0.000	452447	374335	BDC	38 Elmton Rd	Creswell	Schedule A Minor
B1098	2009	2014	Y	Committed Residential	C3	1	0.000	443746	363160	BDC	Green Acres	Countryside	Schedule A Minor
B1279	2009	2014	Y	Committed Residential	C3	1	0.000	444035	360763	BDC	51 High St	Tibshelf	Schedule A Minor
B1371a	2009	2014	Y	Committed Residential	C3	6	0.000	444386	361384	BDC	Lane End Farm, King St,	Tibshelf	Schedule A Minor
B1429	2009	2014	Y	Committed Residential	C3	1	0.000	447587	377125	BDC	23 New Road	Barbborough	Schedule A Minor
B1529	2009	2014	Y	Committed Residential	C3	2	0.000	442528	356047	BDC	Carnfield Hall garden centre, Carnfield Hill	Countryside	Schedule A Minor
B1565	2009	2014	Y	Committed Residential	C3	1	0.000	443997	355903	BDC	7 Elmhirst Close	South Normanton	Schedule A Minor
B1594	2009	2014	Y	Committed Residential	C3	5	0.000	452882	376543	BDC	Butt Hill, Farm Butt	Whitwell	Schedule A Minor
B1598	2009	2014	Y	Committed Residential	C3	1	0.000	446592	372773	BDC	Lands off Pretoria Street	Shuttlewood	Schedule A Minor
B1605	2009	2014	Y	Committed Residential	C3	3	0.000	453194	365394	BDC	littlewood farm, LITTLEWOOD LANE	Countryside	Schedule A Minor
B1627	2009	2014	Y	Committed Residential	C3	2	0.000	445488	354565	BDC	7 Mill Lane	Pinxton	Schedule A Minor
B1638	2009	2014	Y	Committed Residential	C3	1	0.000	445546	358185	BDC	The Hideaway, Pasture Lane	Countryside	Schedule A Minor
B1644	2009	2014	Y	Committed Residential	C3	1	0.000	452791	374200	BDC	Cherry House & Lilac House, Laburnum Close	Creswell	Schedule A Minor
B1657	2009	2014	Y	Committed Residential	C3	1	0.000	446842	366131	BDC	Former St Andrews Church Hall, The Hill	Glapwell	Schedule A Minor
B1659	2009	2014	Y	Committed Residential	C3	1	0.000	443531	355457	BDC	3 Michaels Meadow, also known as 44 Red Lane	South Normanton	Schedule A Minor
B1681	2009	2014	Y	Committed Residential	C3	1	0.000	451111	377597	BDC	Commonside Farm, Gipsyhill Lane	Countryside	Schedule A Minor
B1690	2009	2014	Y	Committed Residential	C3	1	0.000	450135	363883	BDC	65 Newboundmill Lane	Pleasley	Schedule A Minor
B1693	2009	2014	Y	Committed Residential	C3	2	0.000	445757	354918	BDC	7 Redgate St	Pinxton	Schedule A Minor
B1696	2009	2014	Y	Committed Residential	C3	1	0.000	447217	377163	BDC	1 Westbridge Road	Barbborough	Schedule A Minor
B1706	2009	2014	Y	Committed Residential	C3	1	0.000	445877	355091	BDC	18 Wilson St	Pinxton	Schedule A Minor
B1732	2009	2014	Y	Committed Residential	C3	4	0.000	444617	356856	BDC	Land at Corner of Duke St and Water Land	South Normanton	Schedule A Minor
B1754	2009	2014	Y	Committed Residential	C3	0	0.000	446659	376138	BDC	Highfields, Chesterfield Road	Countryside	Schedule A Minor
B1755	2009	2014	Y	Committed Residential	C3	2	0.000	443833	356037	BDC	18, 19, & 23 Alfred St	South Normanton	Schedule A Minor
B1767	2009	2014	Y	Committed Residential	C3	8	0.000	452433	367652	BDC	Site Of 78 And 80 Carter Lane And 1 To 7 And 13 To 15 Byron Street, Shirebrook	Shirebrook	Schedule A Minor
B1776	2009	2014	Y	Committed Residential	C3	1	0.000	448953	373592	BDC	Damsbrook Farm, Oxcroft Estate Mansfield Rd	Countryside	Schedule A Minor

B1790	2009	2014	Y	Committed Residential	C3	6	0.000	452853	370273	BDC	Hose & Hydraulics, Main St, Whaley Thorns	Langwith & Whaley Thorns	Schedule A Minor
B1796	2009	2014	Y	Committed Residential	C3	3	0.000	449275	375169	BDC	Land r/o 61 Ringer Lane	Clowne	Schedule A Minor
B1801	2009	2014	Y	Committed Residential	C3	2	0.000	451636	367640	BDC	Land parcel to the east of 2 Hawthorne Ave	Shirebrook	Schedule A Minor
B1806	2009	2014	Y	Committed Residential	C3	1	0.000	447926	370338	BDC	Land to the rear of 54 Moor Lane	Bolsover	Schedule A Minor
B1813	2009	2014	Y	Committed Residential	C3	1	0.000	445482	355502	BDC	Land adj 10 Hilltop Rd	Pinxton	Schedule A Minor
B1815	2009	2014	Y	Committed Residential	C3	1	0.000	447355	377292	BDC	10 California Lane	Barborough	Schedule A Minor
B1816	2009	2014	Y	Committed Residential	C3	3	0.000	454760	376858	BDC	Holding no 3, Birks Farm, Birks Farm Road	Countryside	Schedule A Minor
B1823	2009	2014	Y	Committed Residential	C3	1	0.000	444761	355969	BDC	9 Barley St	South Normanton	Schedule A Minor
B1824	2009	2014	Y	Committed Residential	C3	1	0.000	452765	367610	BDC	Bennett Clifford solicitors, 78 Market St	Shirebrook	Schedule A Minor
B1827	2009	2014	Y	Committed Residential	C3	1	0.000	445287	356677	BDC	Land adj 5 George St	Pinxton	Schedule A Minor
B1829	2009	2014	Y	Committed Residential	C3	1	0.000	452852	376630	BDC	Vagheggi Beauty Salon, 11 Portland Street	Whitwell	Schedule A Minor
B1833	2009	2014	Y	Committed Residential	C3	6	0.000	446432	370429	BDC	New Bolsover Hydraulics, Villas Road	Bolsover	Schedule A Minor
B1839	2009	2014	Y	Committed Residential	C3	2	0.000	445682	355311	BDC	42 Church St West	Pinxton	Schedule A Minor
B1848	2009	2014	Y	Committed Residential	C3	1	0.000	444083	356150	BDC	The Common Post Office, 9 - 11 The Common	South Normanton	Schedule A Minor
B1856	2009	2014	Y	Committed Residential	C3	1	0.000	452738	368391	BDC	Land r/o 184 Langwith Rd	Shirebrook	Schedule A Minor
B1860	2009	2014	Y	Committed Residential	C3	1	0.000	444278	355654	BDC	Land between Lea Vale and 7 Broadlands, Broadmeadows	South Normanton	Schedule A Minor
B1865	2009	2014	Y	Committed Residential	C3	7	0.000	447758	376485	BDC	The Links Centre, Ash Close	Barborough	Schedule A Minor
B1866	2009	2014	Y	Committed Residential	C3	2	0.000	452062	374025	BDC	11 - 13 Elmton Road	Creswell	Schedule A Minor
B1870	2009	2014	Y	Committed Residential	C3	1	0.000	444157	364049	BDC	Old Park View Cottage, Astwith Lane, Bramley Vale	Countryside	Schedule A Minor
B1871	2009	2014	Y	Committed Residential	C3	1	0.000	453906	376545	BDC	5 Queens Road	Hodthorpe	Schedule A Minor
B1872	2009	2014	Y	Committed Residential	C3	2	0.000	449121	376028	BDC	7 Barborough Rd	Clowne	Schedule A Minor
B1873	2009	2014	Y	Committed Residential	C3	4	0.000	449933	375852	BDC	Clowne Health Centre, Brook Lane	Clowne	Schedule A Minor
B1875	2009	2014	Y	Committed Residential	C3	1	0.000	444425	356812	BDC	Land between 42 & 44 Victoria St	South Normanton	Schedule A Minor
B1877	2009	2014	Y	Committed Residential	C3	4	0.000	452683	374468	BDC	Croft Service Station, Sheffield Rd	Creswell	Schedule A Minor
B1882	2009	2014	Y	Committed Residential	C3	6	0.000	449176	375786	BDC	Shawlands, Recreation Close	Clowne	Schedule A Minor
B1883	2009	2014	Y	Committed Residential	C3	4	0.000	453170	370869	BDC	Corner of New Scott St, Whaley Thorns	Langwith & Whaley Thorns	Schedule A Minor
B1892	2009	2014	Y	Committed Residential	C3	3	0.000	444081	359178	BDC	26 Alfreton Road	Newton	Schedule A Minor
B1900	2009	2014	Y	Committed Residential	C3	1	0.000	447353	376726	BDC	16 Chesterfield Road	Barborough	Schedule A Minor
B1903	2009	2014	Y	Committed Residential	C3	9	0.000	452923	367875	BDC	The Old Bakery, Thickey Close	Shirebrook	Schedule A Minor
B1905	2009	2014	Y	Committed Residential	C3	4	0.000	447377	370584	BDC	2 Market Place	Bolsover	Schedule A Minor
B1906	2009	2014	Y	Committed Residential	C3	2	0.000	443827	359803	BDC	Old Station Yard Newton Road Tibshelf Alfreton	Countryside	Schedule A Minor
B1908	2009	2014	Y	Committed Residential	C3	1	0.000	445016	356806	BDC	110 Water Lane	South Normanton	Schedule A Minor
B1916	2009	2014	Y	Committed Residential	C3	1	0.000	449789	374245	BDC	Ringer Lane Farm, Ringer Lane	Countryside	Schedule A Minor
B1920	2009	2014	Y	Committed Residential	C3	1	0.000	444940	356332	BDC	35 & 50 Hazel Grove	South Normanton	Schedule A Minor
B1921	2009	2014	Y	Committed Residential	C3	1	0.000	444137	356849	BDC	Flat 3, 47 High St	South Normanton	Schedule A Minor
B1930	2009	2014	Y	Committed Residential	C3	1	0.000	451443	373917	BDC	2 Bullivant Ave	Creswell	Schedule A Minor
B1934	2009	2014	Y	Committed Residential	C3	2	0.000	447788	373931	BDC	Land Between 26 And 28 Church Road	Stanfree	Schedule A Minor
B1937	2009	2014	Y	Committed Residential	C3	1	0.000	447767	369542	BDC	Between 27 & 29 Castle Green, Hillstown,	Bolsover	Schedule A Minor
B1938	2009	2014	Y	Committed Residential	C3	2	0.000	447810	373913	BDC	Land north of 28 Church Road	Stanfree	Schedule A Minor
B1939	2009	2014	Y	Committed Residential	C3	2	0.000	447779	373906	BDC	Land to front of 28 Church Road,	Stanfree	Schedule A Minor
B1940	2009	2014	Y	Committed Residential	C3	1	0.000	444257	360873	BDC	Land between 6 & 6a Babbington Street	Tibshelf	Schedule A Minor
B1945	2009	2014	Y	Committed Residential	C3	2	0.000	447671	367994	BDC	Land and buildings south of and including 9 Transvaal Terrace	Palterton	Schedule A Minor
B1948	2009	2014	Y	Committed Residential	C3	1	0.000	443707	360656	BDC	Garden Land at 2 Peveril Rd	Tibshelf	Schedule A Minor
B1957	2009	2014	Y	Committed Residential	C3	1	0.000	446368	366225	BDC	Land Previously 5 Bramley Road	Bramley Vale & Doe Lea	Schedule A Minor
B1958	2009	2014	Y	Committed Residential	C3	2	0.000	447763	374619	BDC	Land adj 82 Clowne Road	Stanfree North	Schedule A Minor
B1961	2009	2014	Y	Committed Residential	C3	1	0.000	443658	360446	BDC	Land between Ford Lodge & 9 Back Lane	Tibshelf	Schedule A Minor
B1964	2009	2014	Y	Committed Residential	C3	1	0.000	444164	360836	BDC	Garden Land adj Lincoln Close	Tibshelf	Schedule A Minor
B1965	2009	2014	Y	Committed Residential	C3	5	0.000	446695	370219	BDC	Land at junction of Chapel Rd & New Station Road	Bolsover	Schedule A Minor
B1971	2009	2014	Y	Committed Residential	C3	2	0.000	452724	374015	BDC	109 Duke St & 2 Duchess St	Creswell	Schedule A Minor
B1973	2009	2014	Y	Committed Residential	C3	1	0.000	451926	367469	BDC	Garden land east of 80 Main St	Shirebrook	Schedule A Minor
B1975	2009	2014	Y	Committed Residential	C3	1	0.000	452587	370179	BDC	Field between A632 & Whaley Rd	Countryside	Schedule A Minor
B1982	2009	2014	Y	Committed Residential	C3	1	0.000	443500	356060	BDC	Garden land r/o 109 Alfreton Rd	South Normanton	Schedule A Minor
B1986	2009	2014	Y	Committed Residential	C3	1	0.000	446517	370892	BDC	Garden land rear of Hacienda, Station Road	Bolsover	Schedule A Minor
B1987	2009	2014	Y	Committed Residential	C3	2	0.000	445650	355644	BDC	Land adj 1 Brookhill Lane & r/o The Greyhound, Town St	Pinxton	Schedule A Minor
B1994	2009	2014	Y	Committed Residential	C3	1	0.000	445775	354844	BDC	Land And Building Between 79 And 81 To 85 Wharf Road Pinxton Derbyshire	Pinxton	Schedule A Minor
B1997	2009	2014	Y	Committed Residential	C3	1	0.000	443611	359973	BDC	Meadow View Stables, Newton Road, Tibshelf	Countryside	Schedule A Minor
B1998	2009	2014	Y	Committed Residential	C3	1	0.000	450091	364644	BDC	Land On North West Side Of Redbank House Including Telephone Repeater Station Chesterfi	Pleasley	Schedule A Minor
B2000	2009	2014	Y	Committed Residential	C3	1	0.000	445518	354476	BDC	Land To The Rear Of Leal Crest Cottage Mill Lane	Pinxton	Schedule A Minor

B2001	2009	2014	Y	Committed Residential	C3	1	0.000	447532	370441	BDC	42 Town End Bolsover	Bolsover	Schedule A Minor
B2002	2009	2014	Y	Committed Residential	C3	2	0.000	445417	354626	BDC	4 - 5 Talbot Street Pinxton	Pinxton	Schedule A Minor
B2007	2009	2014	Y	Committed Residential	C3	1	0.000	452362	367921	BDC	Garden Land On South Side Of 23 Park Road Shirebrook	Shirebrook	Schedule A Minor
B2009	2009	2014	Y	Committed Residential	C3	1	0.000	446509	372525	BDC	Nunnery Farm Chesterfield Road Shuttlewood	Shuttlewood	Schedule A Minor
B2012	2009	2014	Y	Committed Residential	C3	1	0.000	452626	367558	BDC	King Edward House 12 - 14 King Edward Street Shirebrook	Shirebrook	Schedule A Minor
B2015	2009	2014	Y	Committed Residential	C3	3	0.000	449347	376031	BDC	45 Creswell Road Clowne	Clowne	Schedule A Minor
B2017	2009	2014	Y	Committed Residential	C3	2	0.000	449176	375535	BDC	Heels And Toes, 31 Mill Street	Clowne	Schedule A Minor
B2019	2009	2014	Y	Committed Residential	C3	1	0.000	452546	376572	BDC	Land To The South Of 49 Hillside	Whitwell	Schedule A Minor
B2021	2009	2014	Y	Committed Residential	C3	1	0.000	445776	355670	BDC	Land Between, 18a Brookhill And 128-134 Town Street	Pinxton	Schedule A Minor
B2024	2009	2014	Y	Committed Residential	C3	2	0.000	443673	359782	BDC	Banks Farm, Newton Road, Tibshelf, Derbyshire, DE55 5SF	Countyside	Schedule A Minor
B2027	2009	2014	Y	Committed Residential	C3	1	0.000	444119	356561	BDC	Land Between 92 And 94 Market Street, South Normanton, Derbyshire	South Normanton	Schedule A Minor
B2028	2009	2014	Y	Committed Residential	C3	2	0.000	449848	375566	BDC	Garden Land To The Rear Of 36, Mitchell Street, Clowne, Chesterfield, Derbyshire	Clowne	Schedule A Minor
B2031	2009	2014	Y	Committed Residential	C3	2	0.000	446417	369864	BDC	Land Adjacent 80 Charlesworth Street, Carr Vale, Chesterfield, Derbyshire	Bolsover	Schedule A Minor
B2033	2009	2014	Y	Committed Residential	C3	1	0.000	453139	376099	BDC	108 Southfield Lane, Whitwell, Worksop, Derbyshire, S80 4NR	Whitwell	Schedule A Minor
B2034	2009	2014	Y	Committed Residential	C3	1	0.000	444350	359175	BDC	Outbuilding To The Rear Of The Farm House, Cragg Lane, Newton, Alfreton, Derbyshire	Newton	Schedule A Minor
B2037	2009	2014	Y	Committed Residential	C3	1	0.000	445859	357065	BDC	Garden Land On The North East Side Of 194 Carter Lane East South Normanton	South Normanton	Schedule A Minor
B2038	2009	2014	Y	Committed Residential	C3	1	0.000	448076	369700	BDC	56 Nesbit Street, Hillstown, Chesterfield, Derbyshire	Bolsover	Schedule A Minor
B2040	2009	2014	Y	Committed Residential	C3	1	0.000	443854	356037	BDC	Land Opposite 17 Alfred Street	South Normanton	Schedule A Minor
B2041	2009	2014	Y	Committed Residential	C3	2	0.000	446587	369979	BDC	Land To The East Of 1 Charlesworth Street, Carr Vale, Chesterfield, Derbyshire	Bolsover	Schedule A Minor
B2042	2009	2014	Y	Committed Residential	C3	3	0.000	446598	369959	BDC	Land To The West Of 1 Main Street, Charlesworth Street, Carr Vale, Chesterfield, Derbys	Bolsover	Schedule A Minor
B2044	2009	2014	Y	Committed Residential	C3	4	0.000	444652	359508	BDC	Land to the rear of Littlemoor Farm	Newton	Schedule A Minor
B2045	2009	2014	Y	Committed Residential	C3	4	0.000	454420	376563	BDC	4 Broad Place Hodthorpe Derbyshire	Hodthorpe	Schedule A Minor
B2046	2009	2014	Y	Committed Residential	C3	3	0.000	447943	369691	BDC	Land Opposite 3 To 7 Nesbit Street Hillstown Chesterfield Derbyshire	Bolsover	Schedule A Minor
B2049	2009	2014	Y	Committed Residential	C3	2	0.000	449910	373291	BDC	Stud Farm, Spring Lane, Elmton, Derbyshire, S80 4LR	Countyside	Schedule A Minor
B2050	2009	2014	Y	Committed Residential	C3	2	0.000	445563	354720	BDC	94 Wharf Road, Pinxton, Derbyshire	Pinxton	Schedule A Minor
B2051	2009	2014	Y	Committed Residential	C3	1	0.000	452624	366964	BDC	Land Adjacent, 1 Acreage Lane, Shirebrook, Mansfield, Derbyshire	Shirebrook	Schedule A Minor
B2052	2009	2014	Y	Committed Residential	C3	3	0.000	450145	364004	BDC	44 Newboundmill Lane, Pleasley, Mansfield, Derbyshire, NG19 7PT	Pleasley	Schedule A Minor
B2056	2009	2014	Y	Committed Residential	C3	1	0.000	448301	373864	BDC	Woodside Farm Oxcroft Lane Oxcroft	Countyside	Schedule A Minor
B2057	2009	2014	Y	Committed Residential	C3	1	0.000	453108	376741	BDC	Land To Rear Of Hangar Hill Farm And 27 To 33 Hangar Hill	Whitwell	Schedule A Minor
B2059	2009	2014	Y	Committed Residential	C3	1	0.000	446718	371365	BDC	26 Iron Cliff Road	Bolsover	Schedule A Minor
B2060	2009	2014	Y	Committed Residential	C3	1	0.000	447267	372272	BDC	Land To The Rear Of 205, Shuttlewood Road	Countyside	Schedule A Minor
B2061	2009	2014	Y	Committed Residential	C3	3	0.000	454263	376617	BDC	Land Adjacent To 87 King Street	Hodthorpe	Schedule A Minor
B2062	2009	2014	Y	Committed Residential	C3	2	0.000	452720	374111	BDC	Land Between And To The Rear Of 71 To 83 Duke Street Creswell Workso	Creswell	Schedule A Minor
B2063	2009	2014	Y	Committed Residential	C3	2	0.000	445846	355546	BDC	81 Town Street Pinxton Nottingham NG16 6JN	Pinxton	Schedule A Minor
B2064	2009	2014	Y	Committed Residential	C3	2	0.000	443777	360382	BDC	1 Skye Gardens Tibshelf Alfreton	Tibshelf	Schedule A Minor
B2065	2009	2014	Y	Committed Residential	C3	1	0.000	443845	356062	BDC	Land To The East Of 21 Alfred Street	South Normanton	Schedule A Minor
B2066	2009	2014	Y	Committed Residential	C3	2	0.000	447255	370981	BDC	Land Adjacent Calbec House Limekiln Fields Road	Bolsover	Schedule A Minor
B2067	2009	2014	Y	Committed Residential	C3	2	0.000	449868	375650	BDC	Land To The Rear Of 75 Mitchell Street	Clowne	Schedule A Minor
B2068	2009	2014	Y	Committed Residential	C3	1	0.000	447450	368111	BDC	Land Between Hilltop Farm And 4 Crow Hill Patterton	Patterton	Schedule A Minor
B2069	2009	2014	Y	Committed Residential	C3	1	0.000	446701	372842	BDC	Land Adjacent 1 Adin Avenue Shuttlewood	Shuttlewood	Schedule A Minor
B2070	2009	2014	Y	Committed Residential	C3	5	0.000	444297	361057	BDC	137 - 139 High Street Tibshelf	Tibshelf	Schedule A Minor
B2072	2009	2014	Y	Committed Residential	C3	8	0.000	445829	354926	BDC	The George Inn 174 Wharf Road	Pinxton	Schedule A Minor
B2073	2009	2014	Y	Committed Residential	C3	2	0.000	446566	372897	BDC	Land Adjacent 32 Adin Avenue Shuttlewood	Shuttlewood	Schedule A Minor
B2074	2009	2014	Y	Committed Residential	C3	5	0.000	444258	356848	BDC	The Old Church Hall Downing Street	South Normanton	Schedule A Minor
B2078	2009	2014	Y	Committed Residential	C3	1	0.000	452292	367994	BDC	Land To The Rear Of Park View Garden Avenue	Shirebrook	Schedule A Minor
B2080	2009	2014	Y	Committed Residential	C3	4	0.000	445956	355140	BDC	Land To The Rear Of 28 To 30, Victoria Road	Pinxton	Schedule A Minor
B2081	2009	2014	Y	Committed Residential	C3	2	0.000	449745	368717	BDC	Hill Crest, Carcroft Lane	Scarccliffe	Schedule A Minor
B2082	2009	2014	Y	Committed Residential	C3	3	0.000	451624	367666	BDC	Garage Block, Elm Tree Avenue	Shirebrook	Schedule A Minor
B2089	2009	2014	Y	Committed Residential	C3	4	0.000	447373	370432	BDC	Bolsover Market, Cotton Street, Bolsover	Bolsover	Schedule A Minor
B2090	2009	2014	Y	Committed Residential	C3	6	0.000	449661	375762	BDC	7 Barton Street, Clowne	Clowne	Schedule A Minor
B2091	2009	2014	Y	Committed Residential	C3	1	0.000	447622	377212	BDC	4 Church Street, Barborough	Barborough	Schedule A Minor
B2093	2009	2014	Y	Committed Residential	C3	1	0.000	445308	355705	BDC	Land To The West Of, 11 George Street	Pinxton	Schedule A Minor
B2094	2009	2014	Y	Committed Residential	C3	2	0.000	447185	372413	BDC	Land To The Rear Of 235, Shuttlewood Road	Countyside	Schedule A Minor
B2096	2009	2014	Y	Committed Residential	C3	1	0.000	445658	356956	BDC	Land To The East Of, 154 Carter Lane East	South Normanton	Schedule A Minor
B2097	2009	2014	Y	Committed Residential	C3	1	0.000	447227	376632	BDC	Fairytales Day Nursery, 36 Chesterfield Road, Barborough	Barborough	Schedule A Minor
B2100	2009	2014	Y	Committed Residential	C3	8	0.000	453245	370752	BDC	Whaley Thorns Social Club, Portland Road, Whaley Thorns	Whaley Thorns	Schedule A Minor
B2101	2009	2014	Y	Committed Residential	C3	1	0.000	452554	374474	BDC	Police Station, Kings Close	Creswell	Schedule A Minor
B0906	2015	2019	Y	Committed Residential	C3	69	0.000	452646	368749	BDC	Station Road Langwith Junction	Shirebrook	Schedule B Major

B1666	2015	2019	Y	Committed Residential	C3	799	0.000	451865	366751	BDC	South Shirebrook development	Shirebrook	Schedule B Major
B1835	2015	2019	Y	Committed Residential	C3	16	0.000	452931	367839	BDC	Empire Bingo, Station Road	Shirebrook	Schedule B Major
B1963	2015	2019	Y	Committed Residential	C3	14	0.000	444219	357169	BDC	Allotments, Carr Lane	South Normanton	Schedule B Major
B2010b	2015	2019	Y	Committed Residential	C3	66	0.000	449347	375530	BDC	Former College, Rectory Road	Clowne	Schedule B Major
B2039	2015	2019	Y	Committed Residential	C3	39	0.000	451803	368224	BDC	Land To The Rear Of Ivy Lodge Nursing Home, Recreation Road,	Shirebrook	Schedule B Major
B2079	2015	2019	Y	Committed Residential	C3	19	0.000	448415	365989	BDC	R Staley And Son Garage, Mansfield Road	Glapwell	Schedule B Major
B2083	2015	2019	Y	Committed Residential	C3	11	0.000	443457	356030	BDC	113 - 115 Alfreton Road, South Normanton	South Normanton	Schedule B Major
Allocation /186	2015	2019	Y	Committed Residential	C3	10	0.000	452531	367470	BDC	Off Long Lane	Shirebrook	Schedule B Major (Adopted Local Plan)
Allocation /302	2015	2019	Y	Committed Residential	C3	152	0.000	452198	374607	BDC	Skinner St	Creswell	Schedule B Major (Adopted Local Plan)
Allocation /524	2015	2019	Y	Committed Residential	C3	50	0.000	446661	369797	BDC	Off Main Street Carr Vale	Bolsover	Schedule B Major (Adopted Local Plan)
Allocation /690	2015	2019	Y	Committed Residential	C3	20	0.000	445621	355358	BDC	North of Church Street	Pinxton	Schedule B Major (Adopted Local Plan)
Allocation /833	2015	2019	Y	Committed Residential	C3	50	0.000	446542	372881	BDC	Off Adin Avenue	Shuttlewood	Schedule B Major (Adopted Local Plan)
B1530	2015	2019	Y	Committed Residential	C3	2	0.000	449474	376212	BDC	Manor Farm, Harlesthorne Lane, Clowne	Countryside	Schedule B Minor
B1851	2015	2019	Y	Committed Residential	C3	1	0.000	446471	370895	BDC	Garden Land of no. 2 Woodhouse Lane	Bolsover	Schedule B Minor
B1949	2015	2019	Y	Committed Residential	C3	5	0.000	449221	376144	BDC	16 Rotherham Rd	Clowne	Schedule B Minor
B1953	2015	2019	Y	Committed Residential	C3	1	0.000	449120	375375	BDC	21 High St	Clowne	Schedule B Minor
B1974	2015	2019	Y	Committed Residential	C3	1	0.000	444132	356097	BDC	Garden land east of 24 The Common	South Normanton	Schedule B Minor
B1984	2015	2019	Y	Committed Residential	C3	9	0.000	444375	361115	BDC	Garden Land at 161 High Street, Tibshelf	Tibshelf	Schedule B Minor
B2008	2015	2019	Y	Committed Residential	C3	1	0.000	449267	375111	BDC	Land Between 1 To 4 Court View And 65 Ringer Lane, Clowne	Clowne	Schedule B Minor
09/00217/OUTMAJ	2009	2014	Y	Committed Residential	C3	41	0.000	448893	374629	BDC	High Ash Farm Mansfield Road Clowne Chesterfield Derbyshire S43 4DQ	Clowne	Schedule C Major - SCHEDC9
B1918	2009	2014	Y	Committed Residential	C3	3	0.000	445461	354579	BDC	Harrison Distribution Wharf Road Pinxton Nottinghamshire NG16 6PA	Pinxton	Schedule C Minor
B1943	2009	2014	Y	Committed Residential	C3	1	0.000	444492	359745	BDC	Land On North Side Of 73 Sherwood Street Newton Alfreton Derbyshire	Newton	Schedule C Minor
09/00017/FUL	2009	2014	Y	Committed Residential	C3	2	0.000	444365	361251	BDC	Addison Street Methodist Church Addison Street Tibshelf Alfreton Derbyshire DE5	Tibshelf North	Schedule C Minor - SCHEDC1
09/00265/OUT	2009	2014	Y	Committed Residential	C3	1	0.000	445634	355660	BDC	Holmes Yard Brookhill Lane Pinxton Nottingham	Pinxton	Schedule C Minor - SCHEDC10
09/00277/FUL	2009	2014	Y	Committed Residential	C3	1	0.000	445785	355039	BDC	Land Adjacent 2 Wilson Street Pinxton Nottingham	Pinxton	Schedule C Minor - SCHEDC11
09/00295/FUL	2009	2014	Y	Committed Residential	C3	1	0.000	444237	356471	BDC	Land Adjacent 29 Hamlet Lane South Normanton Alfreton Derbyshire	South Normanton	Schedule C Minor - SCHEDC12
09/00348/OUT	2009	2014	Y	Committed Residential	C3	1	0.000	444276	359477	BDC	Land To The Rear Of 114 Main Street Newton Alfreton Derbyshire	Newton	Schedule C Minor - SCHEDC13
09/00356/FUL	2009	2014	Y	Committed Residential	C3	1	0.000	452271	368381	BDC	Land Adjacent 1 Brookfield Crescent Shirebrook Mansfield	Shirebrook	Schedule C Minor - SCHEDC14
09/00382/FUL	2009	2014	Y	Committed Residential	C3	1	0.000	443401	356056	BDC	Land Adjacent 129 Alfreton Road South Normanton Alfreton Derbyshire	South Normanton	Schedule C Minor - SCHEDC15
09/00398/FUL	2009	2014	Y	Committed Residential	C3	4	0.000	449997	375896	BDC	207 Creswell Road Clowne Chesterfield Derbyshire S43 4LX	Clowne	Schedule C Minor - SCHEDC16
09/00449/OUT	2009	2014	Y	Committed Residential	C3	1	0.000	449051	374766	BDC	Land To The South Of Field View House 108 Mansfield Road Clowne Chesterfield De	Clowne	Schedule C Minor - SCHEDC17
09/00599/OUT	2009	2014	Y	Committed Residential	C3	1	0.000	445842	355419	BDC	14a Church Street East Pinxton Nottingham NG16 6HU	Pinxton	Schedule C Minor - SCHEDC18
09/00094/OUT	2009	2014	Y	Committed Residential	C3	1	0.000	452273	368951	BDC	Land To The Northern Side Of 1 Recreation Road Langwith Junction Mansfield	Shirebrook	Schedule C Minor - SCHEDC2
09/00110/OUT	2009	2014	Y	Committed Residential	C3	8	0.000	452796	368392	BDC	Former King Of Diamonds Langwith Road Langwith Junction Mansfield NG20 9RN	Shirebrook	Schedule C Minor - SCHEDC3
09/00124/OUT	2009	2014	Y	Committed Residential	C3	1	0.000	444707	356737	BDC	33 Water Lane South Normanton Alfreton Derbyshire DE55 2DG	South Normanton	Schedule C Minor - SCHEDC4
09/00127/OUT	2009	2014	Y	Committed Residential	C3	1	0.000	444859	356806	BDC	Site Of Former 107 And 108 Water Lane South Normanton Alfreton Derbyshire	South Normanton	Schedule C Minor - SCHEDC5
09/00133/OUT	2009	2014	Y	Committed Residential	C3	2	0.000	446441	369928	BDC	Land Between 57 And 63 Charlesworth Street Carr Vale Chesterfield Derbyshire	Bolsover	Schedule C Minor - SCHEDC6
09/00178/FUL	2009	2014	Y	Committed Residential	C3	1	0.000	443358	360122	BDC	Town End Farm Alfreton Road Tibshelf Alfreton Derbyshire DE55 5PB	Countryside	Schedule C Minor - SCHEDC7
09/00188/OUT	2009	2014	Y	Committed Residential	C3	5	0.000	447970	366312	BDC	Glapwell Nurseries, Glapwell Lane, Glapwell	Glapwell	Schedule C Minor - SCHEDC8
POT/RES/001	2020	2026	Y	Potential Residential	C3	170	0.000	447095	376557	BDC	Land west of Chesterfield Road, Barlborough	Barlborough	SHLAA
POT/RES/002	2020	2026	Y	Potential Residential	C3	233	0.000	446871	371423	BDC	Land off Woodhouse Lane, Bolsover	Bolsover	SHLAA
POT/RES/004	2020	2026	Y	Potential Residential	C3	236	0.000	448559	370454	BDC	Land north of Mooracre Farm, Bolsover	Bolsover	SHLAA
POT/RES/005	2020	2026	Y	Potential Residential	C3	361	0.000	448279	369473	BDC	Land south of Selwyn Street, Hillstown	Bolsover	SHLAA
POT/RES/006	2020	2026	Y	Potential Residential	C3	26	0.000	446338	370760	BDC	Castle Industrial Estate, Bolsover	Bolsover	SHLAA
POT/RES/007	2020	2026	Y	Potential Residential	C3	19	0.000	449944	375960	BDC	Land off Creswell Road, Clowne	Clowne	SHLAA
POT/RES/008	2020	2026	Y	Potential Residential	C3	229	0.000	448851	374826	BDC	Land at High Ash Farm, Clowne	Clowne	SHLAA
POT/RES/009	2020	2026	Y	Potential Residential	C3	55	0.000	449049	376268	BDC	Land at Woadside Stables, Clowne	Clowne	SHLAA
POT/RES/011	2020	2026	Y	Potential Residential	C3	45	0.000	448783	375434	BDC	Land Off Boughton Lane	Countryside	SHLAA
POT/RES/012	2020	2026	Y	Potential Residential	C3	155	0.000	454400	376745	BDC	Birks Farm, Hodthorpe	Countryside	SHLAA
POT/RES/013	2020	2026	Y	Potential Residential	C3	230	0.000	453638	376013	BDC	Eastern side of Whitwell Tip, Whitwell	Countryside	SHLAA
POT/RES/014	2020	2026	Y	Potential Residential	C3	64	0.000	452219	373584	BDC	South of Colliery Road	Creswell	SHLAA
POT/RES/015	2020	2026	Y	Potential Residential	C3	60	0.000	452624	369714	BDC	Langwith Maltings, Langwith	Langwith	SHLAA
POT/RES/016	2020	2026	Y	Potential Residential	C3	86	0.000	449537	365378	BDC	Land adjacent to Hardwick View Close, New Houghton	New Houghton	SHLAA
POT/RES/017	2020	2026	Y	Potential Residential	C3	135	0.000	445363	355785	BDC	Croftlands Farm, Alfreton Rd & Storth Lane	Pinxton	SHLAA
POT/RES/018	2020	2026	Y	Potential Residential	C3	132	0.000	445203	354933	BDC	Land north of Talbot Street, Pinxton	Pinxton	SHLAA
POT/RES/019	2020	2026	Y	Potential Residential	C3	226	0.000	451762	368894	BDC	Land North of Shirebrook School, Shirebrook	Shirebrook	SHLAA
POT/RES/020	2020	2026	Y	Potential Residential	C3	56	0.000	452813	368508	BDC	Land off Langwith Road, Shirebrook	Shirebrook	SHLAA
POT/RES/021	2020	2026	Y	Potential Residential	C3	10	0.000	452759	368220	BDC	Ridgeway, Shirebrook	Shirebrook	SHLAA

POT/RES/022	2020	2026	Y	Potential Residential	C3	25	0.000	452623	367245	BDC	Land North of Brunner Ave & South Ave	Shirebrook	SHLAA
POT/RES/023	2020	2026	Y	Potential Residential	C3	85	0.000	452131	366902	BDC	Acreage Lane, Shirebrook	Shirebrook	SHLAA
POT/RES/024	2020	2026	Y	Potential Residential	C3	120	0.000	446774	372639	BDC	Site adjacent to Pattison Street	Shuttlewood	SHLAA
POT/RES/025	2020	2026	Y	Potential Residential	C3	85	0.000	444878	357045	BDC	Land north of Ball Lane, South Normanton	South Normanton	SHLAA
POT/RES/026	2020	2026	Y	Potential Residential	C3	112	0.000	445012	356654	BDC	Ball Hill, South Normanton	South Normanton	SHLAA
POT/RES/027	2020	2026	Y	Potential Residential	C3	18	0.000	444397	357044	BDC	Sporton Lane, South Normanton	South Normanton	SHLAA
POT/RES/028	2020	2026	Y	Potential Residential	C3	19	0.000	444038	356851	BDC	Land off Hilcote Street, South Normanton	South Normanton	SHLAA
POT/RES/029	2020	2026	Y	Potential Residential	C3	22	0.000	444113	356225	BDC	21 The Common, South Normanton	South Normanton	SHLAA
POT/RES/030	2020	2026	Y	Potential Residential	C3	171	0.000	444629	361108	BDC	Land at Mansfield Road, Tibshelf	Tibshelf North	SHLAA
POT/RES/031	2020	2026	Y	Potential Residential	C3	49	0.000	443387	360306	BDC	Spa Croft, Doe Hill Lane, Tibshelf	Tibshelf South	SHLAA
POT/RES/032	2020	2026	Y	Potential Residential	C3	19	0.000	453030	371321	BDC	Land off The Woodlands, Whaley Thorns	Whaley Thorns	SHLAA
POT/RES/033	2020	2026	Y	Potential Residential	C3	18	0.000	453059	370470	BDC	Land between Langwith & Whaley Thorns - Pit Hill,	Whaley Thorns	SHLAA
POT/RES/034	2020	2026	Y	Potential Residential	C3	14	0.000	453570	376640	BDC	Land east of Duchess Street	Whitwell	SHLAA
POT/EMP/002	2015	2026	Y	Potential Employment	B1 B2 B8	0	14.83	454882	378401	BDC	Former Armstrong Quarry Steely	Countryside	-
POT/EMP/003	2015	2026	Y	Potential Employment	B1 B2 B8	0	19.60	449455	376547	BDC	Land North of Clowne	Countryside	-
POT/EMP/004	2015	2026	Y	Potential Employment	B1 B2 B8	0	4.44	447226	376259	BDC	Land East of Slayley Lane	Countryside	-
POT/EMP/005	2015	2026	Y	Potential Employment	B1 B2 B8	0	1.09	453437	375941	BDC	Western side of Whitwell Tip, Whitwell	Countryside	-
POT/EMP/006	2015	2026	Y	Potential Employment	B1 B2 B8	0	4.10	452289	374947	BDC	Land South of Former Markland Campus, Creswell	Countryside	-
POT/EMP/007	2015	2026	Y	Potential Employment	B1 B2 B8	0	18.12	448665	370007	BDC	Land West of Rotherham Road, Bolsover	Countryside	-
POT/EMP/008	2015	2026	Y	Potential Employment	B1 B2 B8	0	5.94	450170	364874	BDC	Land West of Rotherham Road	Countryside	-
POT/EMP/009	2015	2026	Y	Potential Employment	B1 B2 B8	0	5.06	454111	376340	BDC	South off Green Lane, Hodthorpe	Hodthorpe	-
POT/EMP/010	2015	2026	Y	Potential Employment	B1 B2 B8	0	0.55	444312	361187	BDC	Tibshelf School	Tibshelf North	-

7,559	253.015 ha
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APPENDIX D
NORTH EAST DERBYSHIRE TEST OPTION

The Test Option sought to identify locations for potential employment and residential development for the sole purpose of enabling the implications of North East Derbyshire's Core Strategy Preferred Option to be tested, however, there is no implication that any of the locations listed would be suitable for development.

North East Derbyshire District Council Option B

Development reference number	Development Name	Start Year	Completion Year	Should trips be prorated between start and completion? (Y or N)	Development Type (e.g. C3)*	Development Size (e.g. GFA or dwelling numbers) - NET	Location (either model zone or easting/northing)	District	Trip rates if known (AM & PM, generation & attraction)	Comments
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Housing

ASH / 101	Westwood Farm, Robriding, Ashover, S45 0JA	2009/10	2014/15	Y	C3	1	71	NEDDC	COM	
ASH / 102	Rose Cottage, Hill Road, Ashover, S45 0BX	2009/10	2014/15	Y	C3	1	71	NEDDC	COM	
ASH / 103	Beech House, Matlock Road, Kelstedge	2009/10	2014/15	Y	C3	1	71	NEDDC	COM	
ASH / 201	The Beeches, Moor Road, Ashover, S45 0AQ	2009/10	2014/15	Y	C3	14	71	NEDDC	COM	
ASH / 202	Taylor's Garage, Fallgate Road, Milltown, S45 0EY	2009/10	2014/15	Y	C3	11	71	NEDDC	COM	
ASH / 203	Adj. the 'Incrofts', Narrowleys Lane, Ashover, S45 0AU	2009/10	2014/15	Y	C3	1	71	NEDDC	COM	
ASH / 204	High Ashes Farm, High Ashes Lane, Ashover, S45 0LH	2009/10	2014/15	Y	C3	4	71	NEDDC	COM	
ASH / 205	Land to the north of Tansley Moor Quarry, Doehole Lane, Brackenfield	2009/10	2014/15	Y	C3	1	71	NEDDC	COM	
ASH / 206	'Kilnhurst', The Rattle, Ashover, S45 0AW	2009/10	2014/15	Y	C3	1	71	NEDDC	COM	
ASH / 207	Plot 1, Back Lane, Littlemoor, Ashover	2009/10	2014/15	Y	C3	1	71	NEDDC	COM	
ASH / 208	Rope House, Malthouse Lane, Ashover, S45 0AL	2009/10	2014/15	Y	C3	1	71	NEDDC	COM	
ASH / 209	The Coach House, Marsh Green Lane, Ashover	2009/10	2014/15	Y	C3	1	71	NEDDC	COM	
ASH / 1601	Land adjacent to Ashover Hydro, Malthouse Lane, Ashover	2009/10	2014/15	Y	C3	12	71	NEDDC	COM	
BAR / 101	Brookvale Close, Overlees, Barlow, S18 7TS	2009/10	2014/15	Y	C3	1	406	NEDDC	COM	
BAR / 102	Lees Hall Farm, Barlow Lees, S18 7SW	2009/10	2014/15	Y	C3	1	406	NEDDC	COM	
BAR / 103	Land adjoining 43 Valley Road (former PO), Barlow, S18 7SL	2009/10	2014/15	Y	C3	1	406	NEDDC	COM	
BAR / 202	High Ashes Mount Barn, Grange Lane, Barlow, Dronfield	2009/10	2014/15	Y	C3	1	406	NEDDC	COM	
BAR / 203	Springwell Farm, off Wilday Green Lane, Barlow, S18 7SJ	2009/10	2014/15	Y	C3	1	406	NEDDC	COM	
BRAC / 101	The Old House, Butterfield Farm, Butterfield Lane, Brackenfield, DE55 6AL	2009/10	2014/15	Y	C3	1	159	NEDDC	COM	southern part 159
BRAM / 101	The Homestead, Main Road, Wadshelf	2009/10	2014/15	Y	C3	1	185	NEDDC	COM	
BRAM / 102	Birley Barn Farm, Birley, Cutthorpe	2009/10	2014/15	Y	C3	1	185	NEDDC	COM	

* Please include multiple lines for a single development if

BRAM /103	Wigley House Farm, Wigley	2009/10	2014/15	Y	C3	2	185	NEDDC	COM	
BRAM / 104	2 South Terrace, Cutthorpe, S42 7AU	2009/10	2014/15	Y	C3	1	185	NEDDC	COM	
BRAM / 105	Upper Ashgate Farm, Main Road, Old Brampton, S42 7JG	2009/10	2014/15	Y	C3	4	185	NEDDC	COM	
BRAM / 201	Hallcliffe Farm, Hallcliffe Lane, Wadshelf, S42 7BS	2009/10	2014/15	Y	C3	1	185	NEDDC	COM	
BRAM / 203	Pratt Hall, Nr. Cutthorpe, S42 7AZ	2009/10	2014/15	Y	C3	1	185	NEDDC	COM	
CAL / 201	Laurel Farm, Calow Lane, Calow, S44 5HH	2009/10	2014/15	Y	C3	3	430	NEDDC	COM	
CAL / 202	34 Blacksmiths Lane, Calow	2009/10	2014/15	Y	C3	1	430	NEDDC	COM	
CX / 101	Woodthorpe Farm, Mill Lane, Old Tupton, S42 6AE	2009/10	2014/15	Y	C3	1	159	NEDDC	COM	northern part 159
CX / 102	Plot at rear of 'Cartref', Stretton Road, Clay Cross, S45 9AQ	2009/10	2014/15	Y	C3	1	431	NEDDC	COM	
CX / 103	Long Drive, Stretton Road, Clay Cross, S45 9AQ	2009/10	2014/15	Y	C3	5	431	NEDDC	COM	
CX / 104	Land at Brassington Street, Clay Cross, S45 9NH	2009/10	2014/15	Y	C3	1	431	NEDDC	COM	
CX / 105	Garage Courtyard between No's 35 and 37 Coupe Lane, Holmgate	2009/10	2014/15	Y	C3	1	431	NEDDC	COM	
CX / 106	Hollins Green Farm, Holmgate, Clay Cross, S45 9BA	2009/10	2014/15	Y	C3	1	431	NEDDC	COM	
CX / 202	Land at Bestwood House, Bertrand Avenue, Clay Cross, S45 9JX	2009/10	2014/15	Y	C3	5	431	NEDDC	COM	
CX / 203	Springvale Cottage, Springvale Road, Danesmoor, Clay Cross, S45 9SB	2009/10	2014/15	Y	C3	7	431	NEDDC	COM	
CX / 204	42-46 High Street, Clay Cross	2009/10	2014/15	Y	C3	5	431	NEDDC	COM	
CX / 205	Former Biwater works & associated site, Market Street, Clay Cross (former playing fields)	2009/10	2014/15	Y	C3	122	431	NEDDC	COM	
CX / 206	Clay Cross Town Centre Re-development, S45 9JE	2009/10	2014/15	Y	C3	29	431	NEDDC	COM	
CX / 207	95-97 Clay Lane, Clay Cross, S45 9AW	2009/10	2014/15	Y	C3	3	431	NEDDC	COM	
CX / 208	2-4 King Street, Clay Cross, S45 9LJ	2009/10	2014/15	Y	C3	1	431	NEDDC	COM	
CX / 209	Land adjacent to 7 Harewood Crescent, Old Tupton, S42 6HX	2009/10	2014/15	Y	C3	1	159	NEDDC	COM	northern part 159
CX / 210	5 Pilsley Road, Danesmoor, S45 9BN	2009/10	2014/15	Y	C3	10	431	NEDDC	COM	
CX / 211	Woodthorpe Inn P.H., Coupe Lane, Old Tupton, S42 6HA	2009/10	2014/15	Y	C3	3	159	NEDDC	COM	northern part 159
DRO / 101	Land rear of 145 Carr Lane, Dronfield Woodhouse, S18 8XF	2009/10	2014/15	Y	C3	1	406	NEDDC	COM	
DRO / 102	Former Gosforth School, Stublely Drive, Dronfield	2009/10	2014/15	Y	C3	48	303	NEDDC	COM	
DRO / 103	Tap Cottage, Mill Lane, Dronfield, S 18 2XL	2009/10	2014/15	Y	C3	1	425	NEDDC	COM	

DRO / 105	Holme Farm and Cottages, 101 Green Lane, Dronfield, S18 2FG	2009/10	2014/15	Y	C3	2	425	NEDDC	COM	
DRO / 106	Land adj. High Ridge, 115 Green Lane, Dronfield, S18 2FG	2009/10	2014/15	Y	C3	3	425	NEDDC	COM	
DRO / 201	Land adj. 1 Southfield Mount, Dronfield	2009/10	2014/15	Y	C3	1	303	NEDDC	COM	
DRO / 202	Former Lucas Works site, Sheffield Road, Dronfield	2009/10	2014/15	Y	C3	74	425	NEDDC	COM	
DRO / 203	Dronfield School (Gosforth site), Stubble Lane, Dronfield	2009/10	2014/15	Y	C3	8	303	NEDDC	COM	
DRO / 204	Standall Tools site, Mickley Lane, Dronfield, S18 8XB	2009/10	2014/15	Y	C3	29	406	NEDDC	COM	
DRO / 205	Former Dronfield School (gosforth site), Stubble Lane, Dronfield	2009/10	2014/15	Y	C3	16	303	NEDDC	COM	
DRO / 206	Green Lane adj Aston End Barn, Coal Aston	2009/10	2014/15	Y	C3	1	425	NEDDC	COM	
DRO / 207	Burns Drive, Dronfield	2009/10	2014/15	Y	C3	2	303	NEDDC	COM	
DRO / 208	30 Carr Lane, Dronfield Woodhouse, S18 8XG	2009/10	2014/15	Y	C3	1	406	NEDDC	COM	
DRO / 209	Land adj. 1 Princess Road, Dronfield, S18 2LX	2009/10	2014/15	Y	C3	1	425	NEDDC	COM	
DRO / 210	30 Northern Common, Dronfield Woodhouse	2009/10	2014/15	Y	C3	2	406	NEDDC	COM	
DRO / 211	110 Eckington Road, Coal Aston, S18 3AY	2009/10	2014/15	Y	C3	1	425	NEDDC	COM	
DRO / 212	15 Wilson Street, Dronfield	2009/10	2014/15	Y	C3	2	425	NEDDC	COM	
DRO / 213	64 Gosforth Lane, Dronfield, S18 4PR	2009/10	2014/15	Y	C3	1	303	NEDDC	COM	
DRO / 214	91 Longcroft Road, Dronfield Woodhouse, S18 8XW	2009/10	2014/15	Y	C3	1	406	NEDDC	COM	
DRO / 215	Off Shaw Street, Coal Aston, S18 3AZ	2009/10	2014/15	Y	C3	1	425	NEDDC	COM	
DRO / 216	The Holme, Green Lane, Dronfield, S18 2FG	2009/10	2014/15	Y	C3	1	425	NEDDC	COM	
DRO / 217	Land adj 93 Northern Common, Dronfield Woodhouse, S18 8XJ	2009/10	2014/15	Y	C3	1	406	NEDDC	COM	
DRO / 218	Hill Top Reformed Church, Hill top Road, Dronfield	2009/10	2014/15	Y	C3	2	303	NEDDC	COM	
DRO / 219	Land adj 39 Marsh Avenue, Dronfield, S18 2HA	2009/10	2014/15	Y	C3	1	425	NEDDC	COM	
DRO / 220	66 Hill Top Road, Dronfield, S18 1UL	2009/10	2014/15	Y	C3	3	303	NEDDC	COM	
DRO / 221	1 Cross Lane, Dronfield	2009/10	2014/15	Y	C3	6	425	NEDDC	COM	
DRO / 223	36 Derwent Road, Dronfield, S18 2FN	2009/10	2014/15	Y	C3	1	425	NEDDC	COM	
DRO / 224	117 Snape Hill Lane, Dronfield	2009/10	2014/15	Y	C3	2	425	NEDDC	COM	
ECK / 101	Shady Hall Farm, Marsh Lane, S21 5RL	2009/10	2014/15	Y	C3	2	425	NEDDC	COM	

ECK / 102	Former Methodist Chapel, 128 High Street, Eckington	2009/10	2014/15	Y	C3	1	427	NEDDC	COM	
ECK / 103	Former Lion and Lamb P.H., High Street, Eckington, S21 4EN	2009/10	2014/15	Y	C3	3	427	NEDDC	COM	
ECK / 104	Land within No. 10 Edward Street, Eckington, S21 4BT	2009/10	2014/15	Y	C3	1	427	NEDDC	COM	
ECK / 201	Malthouse Farm, Church Street, Eckington	2009/10	2014/15	Y	C3	1	427	NEDDC	COM	
ECK / 202	Part of former grounds to Eck. Junior School and 21-22 Green Chase, Eckington	2009/10	2014/15	Y	C3	26	427	NEDDC	COM	
ECK / 203	Land rear of Broomhall Farm, 127 High Street, Eckington, S21 4DR	2009/10	2014/15	Y	C3	13	427	NEDDC	COM	
ECK / 204	Land off Pipworth Lane, Eckington	2009/10	2014/15	Y	C3	1	427	NEDDC	COM	
ECK / 205	Renishaw Business Park, Ravenshorn Road/Smithybrook Road, Renishaw	2009/10	2014/15	Y	C3	12	427	NEDDC	COM	
ECK / 206	Main Road, Ridgeway	2009/10	2014/15	Y	C3	8	425	NEDDC	COM	
ECK / 207	Former Miners Arms P.H., Pitt Street, Eckington, S21 4EZ	2009/10	2014/15	Y	C3	14	427	NEDDC	COM	
ECK / 208	Prince of Wales P.H., 11 Church Street, Eckington, S21 4BG	2009/10	2014/15	Y	C3	14	427	NEDDC	COM	
ECK / 209	Albion House, 89 Station Road, Eckington, S21 4FW	2009/10	2014/15	Y	C3	1	427	NEDDC	COM	
ECK / 210	Renishaw Old Mill, Mill Lane, Renishaw, S21 3UZ	2009/10	2014/15	Y	C3	4	427	NEDDC	COM	
ECK / 211	View House, 41 Snowdon Lane, Troway, S21 5RT	2009/10	2014/15	Y	C3	2	425	NEDDC	COM	
ECK / 212	Linden Lea, 44 William Street, Eckington	2009/10	2014/15	Y	C3	3	427	NEDDC	COM	
ECK / 213	23 Main Road, Renishaw, S21 3UT	2009/10	2014/15	Y	C3	3	427	NEDDC	COM	
ECK / 214	Land adj. 20-22 Lightwood Road, Marsh Lane, S21 5RG	2009/10	2014/15	Y	C3	1	425	NEDDC	COM	
ECK / 215	Birch Farm, 48 Main Road, Troway, S21 5RR	2009/10	2014/15	Y	C3	1	425	NEDDC	COM	
ECK / 216	Land off Ash Crescent, Eckington	2009/10	2014/15	Y	C3	4	427	NEDDC	COM	
ECK / 217	Tradewinds, 31 Main Road, Marsh Lane, S21 5RH	2009/10	2014/15	Y	C3	1	425	NEDDC	COM	
ECK / 218	1 Pipworth Lane, Eckington, S21 4EY	2009/10	2014/15	Y	C3	2	427	NEDDC	COM	
ECK / 219	29A Main Road, Renishaw	2009/10	2014/15	Y	C3	1	427	NEDDC	COM	
ECK / 220	Garfield House, Spring Lane, Renishaw, S21 3WE	2009/10	2014/15	Y	C3	1	427	NEDDC	COM	
ECK / 1605	Land rear of 147-167 High Street, Eckington	2009/10	2014/15	Y	C3	4	427	NEDDC	COM	
GRA / 102	The Croft, Mile Hill, Mansfield Road, Corbriggs, Hasland, S41 0JN	2009/10	2014/15	Y	C3	1	430	NEDDC	COM	
GRA / 201	Land off Mansfield Road, Winsick, Hasland	2009/10	2014/15	Y	C3	40	430	NEDDC	COM	

GRA / 202	Birkin Lane, Grassmoor	2009/10	2014/15	Y	C3	40	430	NEDDC	COM	
GRA / 203	123 North Wingfield Road, Grassmoor, S42 5EG	2009/10	2014/15	Y	C3	10	430	NEDDC	COM	
GRA / 204	Land off Keats Way, North Wingfield Road, Grassmoor	2009/10	2014/15	Y	C3	7	430	NEDDC	COM	
GRA / 205	Land adj 33A Birkin Lane, Grassmoor	2009/10	2014/15	Y	C3	25	430	NEDDC	COM	
GRA / 206	Land rear of Sunny Bank, Mill Lane, Grassmoor, S42 5AD	2009/10	2014/15	Y	C3	1	430	NEDDC	COM	
GRA / 207	21 Birkin Lane, Grassmoor, S42 5HB	2009/10	2014/15	Y	C3	3	430	NEDDC	COM	
GRA / 208	Avenue Farm, Westhill Lane, Grassmoor	2009/10	2014/15	Y	C3	3	430	NEDDC	COM	
H&H / 101	Hardwick Close, Holmewood	2009/10	2014/15	Y	C3	8	430	NEDDC	COM	
H&H / 102	Land off Queensway, Holmewood, S42 5RW	2009/10	2014/15	Y	C3	11	430	NEDDC	COM	
H&H / 201	Land adj. The Gables, Heath Road, Holmewood, S42 5RJ	2009/10	2014/15	Y	C3	1	430	NEDDC	COM	
H&H / 203	Land adj. Ledum House, Main Road, Heath	2009/10	2014/15	Y	C3	2	430	NEDDC	COM	
HOLM / 101	Mooredge Farm, Baslow Road, Owler Bar, Sheffield, S17 3BP	2009/10	2014/15	Y	C3	1	406	NEDDC	COM	
HOLM / 102	The Kennels, Horsleygate Road, Holmesfield	2009/10	2014/15	Y	C3	1	406	NEDDC	COM	
HOLM / 201	The Old Farmhouse, Woodthorpe Hall Farm, Fanshawe Gate Lane, Holmesfield	2009/10	2014/15	Y	C3	1	406	NEDDC	COM	
HOLM / 202	Cherrytree House, The Green, 40-42 Main Road, Holmesfield, S18 7WT	2009/10	2014/15	Y	C3	1	406	NEDDC	COM	
HOLY / 101	Walton House Farm, Matlock Road, Walton, S42 7LD	2009/10	2014/15	Y	C3	1	185	NEDDC	COM	
HOLY / 102	Nether Loads Farm, Nether Loads Road, Holymoorside, S42 7HW	2009/10	2014/15	Y	C3	1	185	NEDDC	COM	
HOLY / 103	Old Barn Farm, Pocknedge Lane, Holymoorside, S42 7HL	2009/10	2014/15	Y	C3	1	185	NEDDC	COM	
HOLY / 201	Ruffino Cottage, Holymoore Road, Holymoorside, S42 7DS	2009/10	2014/15	Y	C3	1	185	NEDDC	COM	
HOLY / 202	Land adj. 144 Holymoore Road, Holymoorside, S42 7DU	2009/10	2014/15	Y	C3	1	185	NEDDC	COM	
KIL / 101	Land off Netherthorpe Lane, Killamarsh	2009/10	2014/15	Y	C3	12	427	NEDDC	COM	
KIL / 102	Land rear of 57-75 Westthorpe Road, Killamarsh	2009/10	2014/15	Y	C3	7	427	NEDDC	COM	
KIL / 103	Land adj 57 Westthorpe Road, Killamarsh, S21 1ET	2009/10	2014/15	Y	C3	10	427	NEDDC	COM	
KIL / 104	St Giles Primary School, High Street, Killamarsh	2009/10	2014/15	Y	C3	1	427	NEDDC	COM	
KIL / 105	Land adj 7 Bunkers Hill, Killamarsh	2009/10	2014/15	Y	C3	2	427	NEDDC	COM	
KIL / 106	Former Depot, adj to 22 Manor Road, Killamarsh	2009/10	2014/15	Y	C3	4	427	NEDDC	COM	

KIL / 107	Beyond the Fringe, 32-34 Bridge Street, Killamarsh, S21 1AH	2009/10	2014/15	Y	C3	2	427	NEDDC	COM	
KIL / 108	195 Sheffield Road, Killamarsh, S21 1DX	2009/10	2014/15	Y	C3	1	427	NEDDC	COM	
KIL / 109	Land rear of 10 Uppertorpe Villas, Killamarsh	2009/10	2014/15	Y	C3	1	427	NEDDC	COM	
KIL / 201	Manor Farm, Land off Uppertorpe Road, Killamarsh	2009/10	2014/15	Y	C3	8	427	NEDDC	COM	
KIL / 202	Walkers Yard, Land off Netherthorpe Lane, Killamarsh	2009/10	2014/15	Y	C3	9	427	NEDDC	COM	
KIL / 203	Land at Former Station, Station Road, Killamarsh	2009/10	2014/15	Y	C3	14	427	NEDDC	COM	
KIL / 204	20B Bridge Street, Killamarsh, S21 1AH	2009/10	2014/15	Y	C3	1	427	NEDDC	COM	
KIL / 205	Plots at Ivyside Close, Killamarsh	2009/10	2014/15	Y	C3	2	427	NEDDC	COM	
KIL / 206	Land at Bridge Street, Killamarsh	2009/10	2014/15	Y	C3	2	427	NEDDC	COM	
KIL / 207	Land to rear of 51 High Street, Killamarsh, S21 1BJ	2009/10	2014/15	Y	C3	1	427	NEDDC	COM	
KIL / 209	43 Nethermoor Lane, Killamarsh, S21 1BZ	2009/10	2014/15	Y	C3	1	427	NEDDC	COM	
KIL / 210	Stop N Shop, 44 Cherry Tree Drive, Killamarsh, S21 1AR	2009/10	2014/15	Y	C3	1	427	NEDDC	COM	
KIL / 211	Land to the rear of 5 Westthorpe Road, Killamarsh, S21 1ET	2009/10	2014/15	Y	C3	1	427	NEDDC	COM	
KIL / 212	Land to rear of former Navigation Inn P.H., Bridge Street, Killamarsh, S21 1AL	2009/10	2014/15	Y	C3	2	427	NEDDC	COM	
KIL / 213	Land adj to 73 Bridge Street, Killamarsh	2009/10	2014/15	Y	C3	1	427	NEDDC	COM	
KIL / 214	Old Hall Farm, Field Lane, Station Road, Killamarsh, S21 1AZ	2009/10	2014/15	Y	C3	1	427	NEDDC	COM	
KIL / 215	15 Netherthorpe Lane, Killamarsh, S21 1DA	2009/10	2014/15	Y	C3	2	427	NEDDC	COM	
MOR / 101	94 Main Road, Morton	2009/10	2014/15	Y	C3	1	159	NEDDC	COM	southern part 159
MOR / 201	Land at Main Road, Morton	2009/10	2014/15	Y	C3	5	159	NEDDC	COM	southern part 159
MOR / 202	Land adj the Laurels, 1 Station Road, Morton, DE55 6RN	2009/10	2014/15	Y	C3	1	159	NEDDC	COM	southern part 159
MOR / 203	Sycamore Farm, Church Lane, Morton, DE55 6GU	2009/10	2014/15	Y	C3	1	159	NEDDC	COM	southern part 159
MOR / 204	9 Padley Wood Lane, Pilsley, S45 8EL	2009/10	2014/15	Y	C3	1	159	NEDDC	COM	southern part 159
NW / 101	1-4 Bright Street, North Wingfield	2009/10	2014/15	Y	C3	4	431	NEDDC	COM	
NW / 102	Land to rear of 124-126 Station Road, Hephthorne Lane, North Wingfield	2009/10	2014/15	Y	C3	3	431	NEDDC	COM	
NW / 103	Land adj to 18 Alma Street, North Wingfield, S42 5NB	2009/10	2014/15	Y	C3	1	430	NEDDC	COM	
NW / 104	2 The Green, North Wingfield	2009/10	2014/15	Y	C3	1	430	NEDDC	COM	

NW / 201	The Chestnuts, Bright Street, North Wingfield, S42 5LP	2009/10	2014/15	Y	C3	5	431	NEDDC	COM	
NW / 202	Land at 95 Church Lane, North Wingfield, S42 5HR	2009/10	2014/15	Y	C3	5	431	NEDDC	COM	
NW / 203	Wayside Close, North Wingfield, S42 5QN	2009/10	2014/15	Y	C3	16	430	NEDDC	COM	
NW / 204	Calver Avenue, North Wingfield	2009/10	2014/15	Y	C3	17	430	NEDDC	COM	
NW / 205	Eyam Close, North Wingfield	2009/10	2014/15	Y	C3	17	430	NEDDC	COM	
NW / 206	Land adj 7 Elton Close, North Wingfield	2009/10	2014/15	Y	C3	1	431	NEDDC	COM	
NW / 207	31 Berry Street, North Wingfield, S42 5JD	2009/10	2014/15	Y	C3	1	431	NEDDC	COM	
NW / 208	Elm Close, off Draycott Road, North Wingfield, S42 5LN	2009/10	2014/15	Y	C3	1	431	NEDDC	COM	
NW / 209	82 St Lawrence Road, North Wingfield	2009/10	2014/15	Y	C3	1	431	NEDDC	COM	
NW / 210	Land adj Berry House, John Street / Station Road, North Wingfield	2009/10	2014/15	Y	C3	1	431	NEDDC	COM	
NW / 211	Land to the rear of Croft House, The Green, North Wingfield, S42 5LG	2009/10	2014/15	Y	C3	1	430	NEDDC	COM	
NW / 212	Land adj 32 Williamthorpe Close, North Wingfield, S40 5NG	2009/10	2014/15	Y	C3	1	431	NEDDC	COM	
NW / 213	'Darrinda', 78 Chesterfield Road, North Wingfield	2009/10	2014/15	Y	C3	1	430	NEDDC	COM	
NW / 214	41 Station Road, North Wingfield, S42 5HZ	2009/10	2014/15	Y	C3	1	431	NEDDC	COM	
PIL / 101	Land off Locko Road, Pilsley	2009/10	2014/15	Y	C3	3	431	NEDDC	COM	
PIL / 102	Plot 9, No. 1 Oldhall Close, Pilsley	2009/10	2014/15	Y	C3	2	431	NEDDC	COM	
PIL / 103	Land at Lansbury Road, Pilsley	2009/10	2014/15	Y	C3	5	431	NEDDC	COM	
PIL / 201	Land adj 9 Morton Road, Pilsley	2009/10	2014/15	Y	C3	1	431	NEDDC	COM	
PIL / 202	110 Rupert Street, Pilsley	2009/10	2014/15	Y	C3	1	431	NEDDC	COM	
PIL / 204	Bushy Park Farm, Pilsley, S45 8HW	2009/10	2014/15	Y	C3	1	431	NEDDC	COM	
PIL / 205	Land adj Croft House, Sitwell Grange Lane, Pilsley, S45 8EN	2009/10	2014/15	Y	C3	1	431	NEDDC	COM	
S&H / 101	Land at Bronte Street, Mickley	2009/10	2014/15	Y	C3	13	159	NEDDC	COM	southern part 159
S&H / 102	Land adj 64 Hallfieldgate Lane, Shirland, DE55 6AA	2009/10	2014/15	Y	C3	1	159	NEDDC	COM	southern part 159
S&H / 103	Shirland Methodist Church, Main Road, Shirland, DE55 6BB	2009/10	2014/15	Y	C3	2	159	NEDDC	COM	southern part 159
S&H / 201	Land at Hawthorne Avenue, Mickley	2009/10	2014/15	Y	C3	6	159	NEDDC	COM	southern part 159
S&H / 202	11 Wellington Park, Shirland, DE55 6EQ	2009/10	2014/15	Y	C3	1	159	NEDDC	COM	southern part 159

S&H / 203	Swiss Farm, 31 Main Road, Shirland, DE55 6BB	2009/10	2014/15	Y	C3	1	159	NEDDC	COM	southern part 159
S&H / 204	Land on the corner of High Street and Stonebroom Industrial Estate, Stonebroom	2009/10	2014/15	Y	C3	2	159	NEDDC	COM	southern part 159
S&H / 205	Land adj 2 Tennyson Street, Mickley, DE55 6GJ	2009/10	2014/15	Y	C3	2	159	NEDDC	COM	southern part 159
S&H / 206	23 Church Street, Shirland, DE55 6BJ	2009/10	2014/15	Y	C3	1	159	NEDDC	COM	southern part 159
S&H / 207	Town End Farm, Town End, Shirland, DE55 6BL	2009/10	2014/15	Y	C3	2	159	NEDDC	COM	southern part 159
S&H / 208	Land rear of 182 High Street, Stonebroom, DE55 6UT	2009/10	2014/15	Y	C3	1	159	NEDDC	COM	southern part 159
S&H / 209	Former Butchers Shop, Holly Tree Farm, Main Road, Higham	2009/10	2014/15	Y	C3	1	159	NEDDC	COM	southern part 159
STR / 101	Boar Farm, Woolley Moor, DE55 6FL	2009/10	2014/15	Y	C3	1	159	NEDDC	COM	southern part 159
STR / 201	Handley Fields Farm, Temperance Mill, Woolley Moor, DE55 6FJ	2009/10	2014/15	Y	C3	1	159	NEDDC	COM	southern part 159
STR/ 202	Orange Grove, Highstairs Lane, Stretton	2009/10	2014/15	Y	C3	1	159	NEDDC	COM	southern part 159
STR / 203	Barn at Hurst Lane, Ogston, Higham	2009/10	2014/15	Y	C3	1	159	NEDDC	COM	southern part 159
STR / 204	Hill Farm, Handley Lane, Handley, nr Clay Cross, S45 9AT	2009/10	2014/15	Y	C3	1	159	NEDDC	COM	southern part 159
ScD / 102	Manor Farm, Chesterfield Road, Long Duckmanton, S44 5HX	2009/10	2014/15	Y	C3	2	430	NEDDC	COM	
ScD / 201	Land at Hardwick Drive, Arkwright Town, S44 5BS	2009/10	2014/15	Y	C3	15	430	NEDDC	COM	
ScD / 202	The Rectory, Rectory Road, Duckmanton	2009/10	2014/15	Y	C3	9	430	NEDDC	COM	
ScD / 204	Land at Manor Farm Mews, Chesterfield Road, Duckmanton	2009/10	2014/15	Y	C3	1	430	NEDDC	COM	
ScD / 205	Chesterfield Road, Long Duckmanton	2009/10	2014/15	Y	C3	2	430	NEDDC	COM	
TN / 201	Hillside Farm, Hassocky Lane, Temple Normanton, S42 5DH	2009/10	2014/15	Y	C3	5	430	NEDDC	COM	
TUP / 101	10A Nethermoor Road, New Tupton, S42 6EF	2009/10	2014/15	Y	C3	1	430	NEDDC	COM	
UN / 101	Unstone Sawmill, Main Road, Unstone	2009/10	2014/15	Y	C3	1	425	NEDDC	COM	
UN / 102	31 High Street, Apperknowle, S18 4BD	2009/10	2014/15	Y	C3	2	425	NEDDC	COM	
UN / 201	Fleur De Lys P.H., Main Road, Unstone, S18 4AB	2009/10	2014/15	Y	C3	9	425	NEDDC	COM	
UN / 202	Land adj 'Three Corners', Church Street, Unstone	2009/10	2014/15	Y	C3	1	425	NEDDC	COM	
UN / 203	Red House, St. Johns Road, Unstone, S18 4AH	2009/10	2014/15	Y	C3	2	425	NEDDC	COM	
UN / 204	Land adj 20 Crow Lane, Unstone, S18 4AL	2009/10	2014/15	Y	C3	1	425	NEDDC	COM	
WES / 101	Amber Hall Farm, Oakerthorpe, DE55 7AL	2009/10	2014/15	Y	C3	1	159	NEDDC	COM	southern part 159

WES / 1601	Wessington Garden Centre, Matlock Road, Wessington	2009/10	2014/15	Y	C3	11	159	NEDDC	COM	southern part 159
WW / 101	Woodthorpe Meadows Farm, Ashover Road, Old Tupton, S42 6AB	2009/10	2014/15	Y	C3	1	159	NEDDC	COM	northern part 159
WW / 102	The Stable Block, Stubbing Court, Malthouse Lane, Wingerworth	2009/10	2014/15	Y	C3	7	159	NEDDC	COM	northern part 159
WW / 103	Land to the rear of 23 Central Drive, Wingerworth, S42 6QJ	2009/10	2014/15	Y	C3	1	159	NEDDC	COM	northern part 159
WW / 104	Robin Croft Farm, Swathwick Lane, Wingerworth, S42 6QW	2009/10	2014/15	Y	C3	1	159	NEDDC	COM	northern part 159
WW / 201	Land adj CPL Headquarters, Mill Lane, Wingerworth, S42 6NG	2013/14	2014/15	Y	C3	97	159	NEDDC	COM	northern part 159
WW / 202	Coach House and store building, Stubbing Court, Wingerworth, S42 6QX	2009/10	2014/15	Y	C3	1	159	NEDDC	COM	northern part 159
WW / 203	Land adj 34 Green Way, Wingerworth	2009/10	2014/15	Y	C3	1	159	NEDDC	COM	northern part 159
WW / 204	18 Nethermoor Road, Wingerworth, S42 6LT	2009/10	2014/15	Y	C3	1	159	NEDDC	COM	northern part 159
WW / 205	558 Derby Road, Wingerworth, S42 6LX	2009/10	2014/15	Y	C3	1	159	NEDDC	COM	northern part 159
WW / 206	Land adj 642 Derby Road, Wingerworth, S42 6LZ	2009/10	2014/15	Y	C3	1	159	NEDDC	COM	northern part 159
WW / 207	Stubbing Court Home Farm, Wingerworth, S42 6QX	2009/10	2014/15	Y	C3	3	159	NEDDC	COM	northern part 159
WW / 209	High Cliffe, Matlock Road, Stonedge	2009/10	2014/15	Y	C3	1	185	NEDDC	COM	
WW / 210	Millfield Park Caravan site, Old Tupton	2009/10	2014/15	Y	C3	2	159	NEDDC	COM	northern part 159
WW / 211	Land adj 8 Central Drive, Wingerworth	2009/10	2014/15	Y	C3	1	159	NEDDC	COM	northern part 159
WW / 212	The Old Coach House, Stubbing Court, Wingerworth, S42 6QT	2009/10	2014/15	Y	C3	2	159	NEDDC	COM	northern part 159
WW / 213	Plot between 33 and 37 Central Drive, Wingerworth	2009/10	2014/15	Y	C3	1	159	NEDDC	COM	northern part 159
WW / 214	Land at rear of 19 New Road, Wingerworth	2009/10	2014/15	Y	C3	3	159	NEDDC	COM	northern part 159
WW / 215	Swathwick Lane, Wingerworth	2009/10	2014/15	Y	C3	1	159	NEDDC	COM	northern part 159
209/00075/FL	APPERKNOWLE COUNTY PRIMARY SCHOOL, BARRACK ROAD,	2009/10	2014/15	Y	C3	1	425	NEDDC	COM	
209/00135/OL	6 FLORENCE ROAD, CLAY CROSS	2009/10	2014/15	Y	C3	1	431	NEDDC	COM	
1108/01129/FL	NETHER BIRCHITT FARM, SHEFFIELD ROAD, DRONFIELD	2009/10	2014/15	Y	C3	1	425	NEDDC	COM	
209/00133/OL	ST JOHN AMBULANCE HQ CHAPMAN LANE, GRASSMOOR	2009/10	2014/15	Y	C3	3	430	NEDDC	COM	
309/00166/FL	HALLCLIFFE FARM, HALLCLIFFE LANE, WADSHelf	2009/10	2014/15	Y	C3	1	185	NEDDC	COM	
309/00148/FL	PRATT HALL, PRATTHALL, CUTTHORPE	2009/10	2014/15	Y	C3	1	406	NEDDC	COM	
209/00161/FL	FARNDONS, MAIN ROAD, HIGHAM	2009/10	2014/15	Y	C3	1	159	NEDDC	COM	southern part 159

508/00487/FL	31 MAIN ROAD, SHIRLAND	2009/10	2014/15	Y	C3	1	159	NEDDC	COM	southern part 159
908/00882/FL	HB WALKER & SON LTD NETHERTHORPE LANE, KILLAMARSH	2009/10	2014/15	Y	C3	10	427	NEDDC	COM	
309/00240/FL	LAND Adj. 37 CIRCULAR DRIVE, RENISHAW	2009/10	2014/15	Y	C3	4	427	NEDDC	COM	
309/00223/FL	WRENWOOD, MAIN ROAD, RIDGEWAY	2009/10	2014/15	Y	C3	1	425	NEDDC	COM	
409/00292/FL	SWALLOW COTTAGE, OXTON RAKES, BARLOW	2009/10	2014/15	Y	C3	1	406	NEDDC	COM	
209/00031/FL	WILDGOOSE CONSTRUCTION LTD FALLGATE, MILLTOWN, ASHOVER	2009/10	2014/15	Y	C3	8	71	NEDDC	COM	
409/00317/FL	THE BIRD IN HAND, 126 HIGH STREET, ECKINGTON	2009/10	2014/15	Y	C3	1	427	NEDDC	COM	
309/00192/FL	PILSLEY POST OFFICE, 1 MORTON ROAD, PILSLEY	2009/10	2014/15	Y	C3	1	431	NEDDC	COM	
409/00289/FL	60 BRASSINGTON STREET, CLAY CROSS	2009/10	2014/15	Y	C3	1	431	NEDDC	COM	
409/00306/FL	8 BAMFORD AVENUE, NORTH WINGFIELD	2009/10	2014/15	Y	C3	1	431	NEDDC	COM	
409/00260/FL	SKEGALEG FARM, BACK LANE, BRACKENFIELD	2009/10	2014/15	Y	C3	1	159	NEDDC	COM	southern part 159
309/00195/LDC	PINE LODGE, WALTON BACK LANE, WALTON	2009/10	2014/15	Y	C3	1	185	NEDDC	COM	
509/00353/FL	Land between 137 & 143 SHEFFIELD ROAD, KILLAMARSH	2009/10	2014/15	Y	C3	1	427	NEDDC	COM	
409/00340/FL	KILNHURST, CRIPTON LANE, THE RATTLE, ASHOVER	2009/10	2014/15	Y	C3	1	71	NEDDC	COM	
509/00337/FL	NAVIGATION INN, BRIDGE STREET, KILLAMARSH	2009/10	2014/15	Y	C3	3	427	NEDDC	COM	
509/00363/FL	7 ROTHERHAM CLOSE, KILLAMARSH	2009/10	2014/15	Y	C3	2	427	NEDDC	COM	
509/00321/OL	2 KEATS WALK, STONEBROOM	2009/10	2014/15	Y	C3	2	159	NEDDC	COM	southern part 159
409/00173/FL	7 HAREWOOD CRESCENT, OLD TUPTON	2009/10	2014/15	Y	C3	1	159	NEDDC	COM	northern part 159
409/00316/FL	LAND AT JUNCTION OF RAVENSHORN WAY & MAIN ROAD, RENISHAW	2009/10	2014/15	Y	C3	14	427	NEDDC	COM	
509/00346/FLH	HIGH FIELD FARM, BAGE HILL, WALTON	2009/10	2014/15	Y	C3	1	185	NEDDC	COM	
509/00234/FL	NETHER HOUSE FARM, STUBBING, WINGERWORTH	2009/10	2014/15	Y	C3	1	159	NEDDC	COM	northern part 159
509/00397/OL	2 BIRKIN LANE, TEMPLE NORMANTON	2009/10	2014/15	Y	C3	1	430	NEDDC	COM	
509/00368/FL	OLD BAKERY BETWEEN 38 & 40 CHAPEL ROAD, GRASSMOOR	2009/10	2014/15	Y	C3	2	430	NEDDC	COM	
509/00407/FL	HOLMESFIELD PARISH CHURCH HALL, MAIN ROAD, HOLMESFIELD	2009/10	2014/15	Y	C3	2	406	NEDDC	COM	
609/00443/FL	LAND Adj. 1 THE LAURELS, STATION ROAD, MORTON	2009/10	2014/15	Y	C3	1	159	NEDDC	COM	southern part 159
609/00464/OL	LAND SOUTH OF 47 & 49 VALLEY ROAD, BARLOW	2009/10	2014/15	Y	C3	1	406	NEDDC	COM	

609/00505/FL	BIRDHOLME FARM, DERBY ROAD, WINGERWORTH	2009/10	2014/15	Y	C3	2	159	NEDDC	COM	northern part 159
609/00510/OL	LAND Adj. 17 STRETTEA LANE, HIGHAM	2009/10	2014/15	Y	C3	4	159	NEDDC	COM	southern part 159
709/00548/FL	1 MILL LANE, GRASSMOOR	2009/10	2014/15	Y	C3	2	430	NEDDC	COM	
709/00503/FL	YEW TREE FARM, EATON LANE, BROCKHURST, ASHOVER	2009/10	2014/15	Y	C3	1	71	NEDDC	COM	
709/00489/OL	UNIT 20 STONEBROOM IND. ESTATE, STONEBROOM	2009/10	2014/15	Y	C3	2	159	NEDDC	COM	southern part 159
709/00583/FL	LOWLANDS, THE GREEN, NORTH WINGFIELD	2009/10	2014/15	Y	C3	1	430	NEDDC	COM	
709/00559/FL	39 CHURCH STREET, ECKINGTON	2009/10	2014/15	Y	C3	2	427	NEDDC	COM	
709/00620/FL	FLEUR DE LYS HOTEL, MAIN ROAD, UNSTONE	2009/10	2014/15	Y	C3	9	425	NEDDC	COM	
709/00561/FL	20 LOWFIELD AVENUE, RIDGEWAY	2009/10	2014/15	Y	C3	1	425	NEDDC	COM	
709/00600/FL	LAND TO R/O No.s 23A & 25 LONGACRE ROAD, DRONFIELD	2009/10	2014/15	Y	C3	1	303	NEDDC	COM	
809/00637/FL	10 EDWARD STREET, ECKINGTON	2009/10	2014/15	Y	C3	1	427	NEDDC	COM	
809/00683/FL	BROOMHALL FARM, 125 - 127 HIGH STREET, ECKINGTON	2009/10	2014/15	Y	C3	2	427	NEDDC	COM	
309/00128/FL	DEAN FOOD PRODUCTS LTD, STOCKS LANE, DUCKMANTON	2009/10	2014/15	Y	C3	27	430	NEDDC	COM	
809/00679/LDC	TOWER FLAT, OGSTON HALL, OGSTON, HIGHAM	2009/10	2014/15	Y	C3	1	159	NEDDC	COM	southern part 159
809/00684/FL	WHITE GATES, DOBBIN LANE, PEAKLEY HILL, BARLOW	2009/10	2014/15	Y	C3	1	406	NEDDC	COM	
709/00571/FL	71 SOUTHGATE, ECKINGTON	2009/10	2014/15	Y	C3	1	427	NEDDC	COM	
709/00584/OL	LAND BETWEEN 1A BRIARS CLOSE & 44 UPPERTHORPE ROAD, KILLAMARSH	2009/10	2014/15	Y	C3	14	427	NEDDC	COM	
509/00406/OL	MANOR FARM, UPPERTHORPE ROAD, KILLAMARSH	2009/10	2014/15	Y	C3	14	427	NEDDC	COM	
909/00756/FL	ROSLYN, RIDGEWAY MOOR, RIDGEWAY	2009/10	2014/15	Y	C3	1	425	NEDDC	COM	
1009/00795/OL	WOBURN HOUSE, HOLMGATE ROAD, CLAY CROSS	2009/10	2014/15	Y	C3	1	431	NEDDC	COM	
909/00794/FL	1 FIELD LANE, KILLAMARSH	2009/10	2014/15	Y	C3	1	427	NEDDC	COM	
809/00643/FL	LAND Adj. NORTH SIDE OF LEDUM HOUSE, MAIN ROAD, HEATH	2009/10	2014/15	Y	C3	1	430	NEDDC	COM	
1009/00786/OL	LAND Adj. 4 HALLFIELDGATE LANE, SHIRLAND	2009/10	2014/15	Y	C3	1	159	NEDDC	COM	southern part 159
1009/00796/FL	BARN at OGSTON, HIGHAM	2009/10	2014/15	Y	C3	1	159	NEDDC	COM	southern part 159
809/00632/FL	SITE OF FORMER QUARRY & WEIGHBRIDGE OFFICE, FALLGATE,	2009/10	2014/15	Y	C3	1	71	NEDDC	COM	
1009/00837/OL	LAND Adj. 34 GREENWAY, WINGERWORTH	2009/10	2014/15	Y	C3	1	159	NEDDC	COM	northern part 159

1009/00858/FL	CROFT HOUSE, SITWELL GRANGE LANE, PILSLEY	2009/10	2014/15	Y	C3	1	431	NEDDC	COM	
1009/00827/FL	14 BRIDGE STREET, KILLAMARSH	2009/10	2014/15	Y	C3	2	427	NEDDC	COM	
809/00664/FL	COWLEY HALL FARM, COWLEY LANE, HOLMESFIELD	2009/10	2014/15	Y	C3	1	406	NEDDC	COM	
1009/00891/FL	OLD HALL FARM, FIELD LANE, KILLAMARSH	2009/10	2014/15	Y	C3	1	427	NEDDC	COM	
1109/00930/FL	WRENWOOD, 51 MAIN ROAD, RIDGEWAY	2009/10	2014/15	Y	C3	1	425	NEDDC	COM	
CX / 1607	BIWATER INDUSTRIES LTD, MARKET STREET, CLAY CROSS	2012/13	2019/20	Y	C3	980	431	NEDDC	PA	Subject to S106
509/00417/OL	LAND EAST OF YORK PLACE & REAR OF 103 WILLIAMTHORPE ROAD, NORTH	2009/10	2014/15	Y	C3	25	430	NEDDC	PA	Subject to S106
509/00419/FL	105A WILLIAMTHORPE ROAD, NORTH WINGFIELD	2009/10	2014/15	Y	C3	12	431	NEDDC	PA	majority in 431, some in 430. Subject to S106
609/00420/FL	103 WILLIAMTHORPE ROAD, NORTH WINGFIELD	2009/10	2014/15	Y	C3	8	430	NEDDC	PA	majority in 430, some in 431. Subject to S106
DRO LDF 4	Dronfield Small Urban Infill	2020/21	2024/25	Y	C3	75	303	NEDDC	LDF	
ECK LDF 2	Eckington southern extension (non Green Belt)	2015/16	2024/25	Y	C3	200	427	NEDDC	LDF	
KIL LDF 1	Killamarsh Urban Infill	2015/16	2024/25	Y	C3	50	427	NEDDC	LDF	
KIL LDF 2	Norwood	2015/16	2024/25	Y	C3	270	427	NEDDC	LDF	
CX LDF 1	Clay Cross Urban Infill	2015/16	2024/25	Y	C3	100	431	NEDDC	LDF	
CX LDF 2	Clay Cross Southern Extension	2015/16	2024/25	Y	C3	900	431	NEDDC	LDF	
WW LDF 1	Wingerworth Eastern Extension	2015/16	2024/25	Y	C3	500	159	NEDDC	LDF	northern part 159
TUP LDF 1	Tupton Urban Infill	2015/16	2024/25	Y	C3	30	430	NEDDC	LDF	
TUP LDF 2	Tupton Western Extension	2015/16	2024/25	Y	C3	245	431 431	NEDDC	LDF	majority in 431, some in 159
TUP LDF 3	Tupton Eastern Extension	2015/16	2024/25	Y	C3	245		NEDDC	LDF	majority in 431, some in 430
NW LDF 1	North Wingfield Urban Infill	2015/16	2024/25	Y	C3	80	430	NEDDC	LDF	majority in 430, some in 431
NW LDF 2	North Wingfield Eastern Extension	2015/16	2024/25	Y	C3	520	431	NEDDC	LDF	
GRA LDF 1	Grassmoor Urban Infill	2015/16	2024/25	Y	C3	30	430	NEDDC	LDF	
GRA LDF 2	Grassmoor Southern Extension	2015/16	2024/25	Y	C3	170	430	NEDDC	LDF	
H&H LDF 1	Holmewood Urban Infill	2015/16	2024/25	Y	C3	85	430	NEDDC	LDF	
H&H LDF 2	Holmewood Western Extension	2015/16	2024/25	Y	C3	165	430	NEDDC	LDF	

PIL LDF 2	Pilsley Extension	2015/16	2024/25	Y	C3	115	431	NEDDC	LDF	
CAL LDF 2	Calow Extension - majority eastern	2015/16	2024/25	Y	C3	335	430	NEDDC	LDF	
ScD LDF 1	Long Duckmanton Extension	2015/16	2024/25	Y	C3	80	430	NEDDC	LDF	
S&H LDF 2	Shirland extension	2015/16	2024/25	Y	C3	250	159	NEDDC	LDF	southern part 159
MOR LDF 1	Morton Urban Infill	2015/16	2024/25	Y	C3	35	159	NEDDC	LDF	southern part 159
S&H LDF 3	Stonebroom Urban Infill	2015/16	2024/25	Y	C3	20	159	NEDDC	LDF	southern part 159
S&H LDF 4	Stonebroom Extension	2015/16	2024/25	Y	C3	300	159	NEDDC	LDF	southern part 159

Employment

N04	Holmewood Industrial Park	2009/10	2014/15	Y	B2	0.78 ha	430	NEDDC	LDF	
N06	Renishaw Industrial Estate	2009/10	2014/15	Y	B2	3 ha	427	NEDDC	LDF	
N11	Hepthorne Lane, Tupton	2009/10	2014/15	Y	B2, B8	3.32 ha	431	NEDDC	LDF	Equal distribution
N13	Coney Green, Clay Cross	2009/10	2019/20	Y	B1	13.34 ha	431	NEDDC	LDF	
N16	Westthorpe Business Centre, Killamarsh	2009/10	2014/15	Y	B1	0.35 ha	427	NEDDC	LDF	
N22	Derby Rd, Upper Mantle Close, Clay Cross	2009/10	2014/15	Y	B2, B8	0.89 ha	431	NEDDC	LDF	Equal distribution
NED 4	Biwaters and Derby Road land, Clay Cross	2012/13	2019/20	Y	B1, B2, B8	9 ha	431	NEDDC	PA	Equal distribution. Subject to S106
NED 5	Avenue Coking Works	2014/15	2017/18	Y	B1, B2, B8	4 ha	159	NEDDC	LDF	Equal distribution
NED 6	MEGZ	2009/10	2019/20	Y	B1, B2	4.7 ha	430	NEDDC	LDF	Equal distribution
NED 1	Callywhite Lane Extension, Dronfield	2015/16	2025/26	Y	B1, B2	8.9 ha	425	NEDDC	LDF	Equal distribution
NED 2	Land Adj Norwood Industrial Estate	2013/14	2025/26	Y	B1	5.4 ha	427	NEDDC	LDF	
WW LDF 2	Further land at Avenue Coking Works	2015/16	2025/26	Y	B1, B2, B8	15 ha	159	NEDDC	LDF	Equal distribution
LDF A 159	Land at zone 159	2015/16	2025/26	Y	B1, B2, B8	2.28 ha	159	NEDDC	LDF	Equal distribution
LDF A 303	Land at zone 303	2015/16	2025/26	Y	B1, B2, B8	0.28 ha	303	NEDDC	LDF	Equal distribution
LDF A 427	Land at zone 427	2015/16	2025/26	Y	B1, B2, B8	1.96 ha	427	NEDDC	LDF	Equal distribution
LDF A 430	Land at zone 430	2015/16	2025/26	Y	B1, B2, B8	3.67 ha	430	NEDDC	LDF	Equal distribution
LDF A 431	Land at zone 431	2015/16	2025/26	Y	B1, B2, B8	8.0 ha	431	NEDDC	LDF	Equal distribution

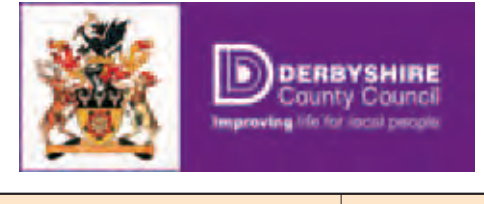
Other

08/00695/FL	Clay Cross town centre redevelopment Food Superstore	2010/11	2012/13	Y	A1	8,108 sqm	431	NEDDC	COM	
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08/00695/FL	Clay Cross town centre redevelopment - two major retail units	2010/11	2012/13	Y	A1	2,411 sqm	431	NEDDC	COM	
08/01055/OL	Biwaters Hotel	2012/13	2019/20	Y	D2	60 rooms	431	NEDDC	PA	Subject to S 106
DRO LDF 5	Dronfield Food Superstore	2015/16	2025/26	Y	A1	4,424 sqm	303	NEDDC	LDF	

**APPENDIX E
DERBYSHIRE BUS MAP**

DERBYSHIRE Public Transport Map



Key

- Bus routes hourly or better* (180)
- Bus routes 4-5 journeys or better* (173)
- Infrequent bus service* (276)
- Seasonal only service (221)
- Certain journeys only (154)
- Routes operate in direction of arrow
- Rail line and station
- Supertram
- Tourist railway
- Long distance trail
- River/Canal
- Derby City boundary
- County boundary
- Peak Park (within Derbyshire)
- Peak Park (outside Derbyshire)
- Place of interest
- Tourist Information Centre
- Hospital
- Cycle hire centre
- Youth Hostel
- Weekday daytime frequency

Kilometers 0 1 2 3 4 5 6 7 8 9
Miles 0 1 2 3 4 5 6 7 8 9

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