

Additional Information:

Question 1

Since the establishment of the Chellaston West (Royal Country Park) residential area, the proposals for the Business Park have changed from those identified in the adopted Derby City Local Plan of 1998. The headline changes are that since 2002, the area allocated for this development has increased from 66 hectares to 86.8 hectares and that the development use has changed from B1 and B2 only to B1, increased B2 and added permission for B8 use.

What process did the Planning authority use when increasing the size and changing the permitted use of the Chellaston Business Park in relation to:

- Evaluation/assessment of the impacts of the changes?
- Public Consultation and information?

Additional Information:

Question 2

The design and construction of Holmleigh way occurred before the changes to the Local plan were introduced, which increased the size and type of development for the Chellaston Business Park. There has also been the establishment of a Derby Area Transport Model in late 2005.

What traffic modelling has been undertaken to allow the full assessment and evaluation of the impacts on the local and more general of the development. The answer should address the following points:

- What type of model has been used?
- To what extent have traffic surveys been undertaken?
- What criteria have been used when modelling traffic routing priorities in relation to
 - Traffic associated with the development?
 - Other traffic (re-routing existing and future)?
- What assumptions have been made in relation to vehicle types?
- How has the model been validated?
- What 'sensitivity checks' and cost/benefit evaluations have been done for:
 - Alternative routes – Options considered and reasons for the option taken?
 - Potential variations in traffic routing?
- What traffic controls have been used in the model to prevent re-routing of traffic through residential areas at times of high flows?

Additional Information:

Question 3

A recent exhibition by the developer for the Business Park identified specific provision for amenity in relation to the proximity of the main Development road and the fronting buildings. The constraints being enforced on this section of the T12 are far more considerate to the environmental, health and safety impacts of the road on the adjacent business properties than are currently indicated for the section of this road running adjacent residential properties.

What will the council do to ensure the same consideration and controls are made in relation to the health, safety and quality of life of the residents of the adjoining estate?

Additional Information:

Question 4

It is expected that at peak traffic flows, there will be delays along Holmleigh Way, particularly at the various junctions along the route to the A50 Junction with the A514. This is likely to lead to traffic rat-running through the residential roads and close to local amenity and recreational facilities where there will be a higher risk of incidents, particularly in relation to the presence of infants, youths and the infirm.

What measures will be put in place to prevent the use of the residential estate roads by traffic rat-running to avoid the delays or jump the queues at the junctions?