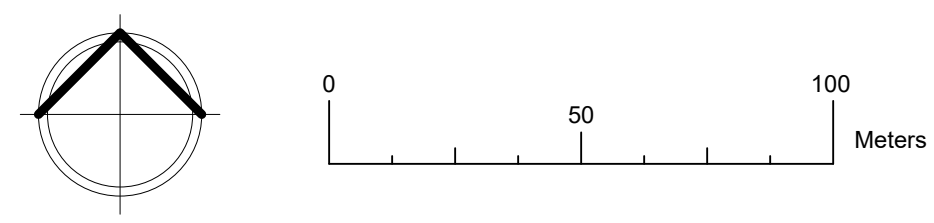




Appendix 1 – Strategic Concept Plan

- Key**
- Site Boundary
 - Primary Access
 - Pedestrian / Cycle Access
 - Movement Hierarchy
 - Indicative Residential Area
 - Indicative Residential Blocks
 - Indicative Attenuation Basin
 - Retained & Enhanced / New Vegetation
 - Pedestrian / Cycle Trails
 - PROW Routes



Notes:
A - April 2026 - Amendment to Masterplan

Status
Preliminary

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Client: Boningale Developments

Project title: Land North of Dronfield

Drawing title: Strategic Concept Plan

Scale: 1:1500 (A2)
Date: August 2025
Drawn by: JMP
Checked by: LH
Drawing no.: SK01
Revision: A

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Appendix 2 – Vision Document

Land off Barnes Lane, Dronfield

April 2026



BONINGALE
DEVELOPMENTS

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Contents

- 01 Introduction
- 02 Site Context
- 03 Planning Approach
- 04 Vision & Concept
- 05 Boningale Developments

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Date: April 2026
Revision: B
Prepared By: JMP





Our Vision

Boningale Developments has a passion for creating places that local people can call home for generations to come.

As a land promoter, Boningale Developments work with councils and communities to unlock sites that deliver thriving new neighbourhoods.

Their vision is to bring forward growth that feels part of the local fabric; sustainable, well-connected, and designed to last.



Homes for Dronfield

Provide a balanced mix of housing that meets local needs, supports families and older residents, and allows people with links to the village to remain in the area

Green ways of Living

Integrated design that respects the existing setting of the site, is landscape-led, enhancing biodiversity and sustainability



Character that Endures

Draw on Dronfield's vernacular while delivering energy-efficient homes, active frontages and social shared spaces

01 Introduction

This Vision Document has been prepared to demonstrate the deliverability of development as part of the promotion of Land off Barnes Lane, Dronfield.

Boningale Developments works collaboratively with local authorities and communities to deliver well-designed, sustainable homes that respond sensitively to their surroundings.

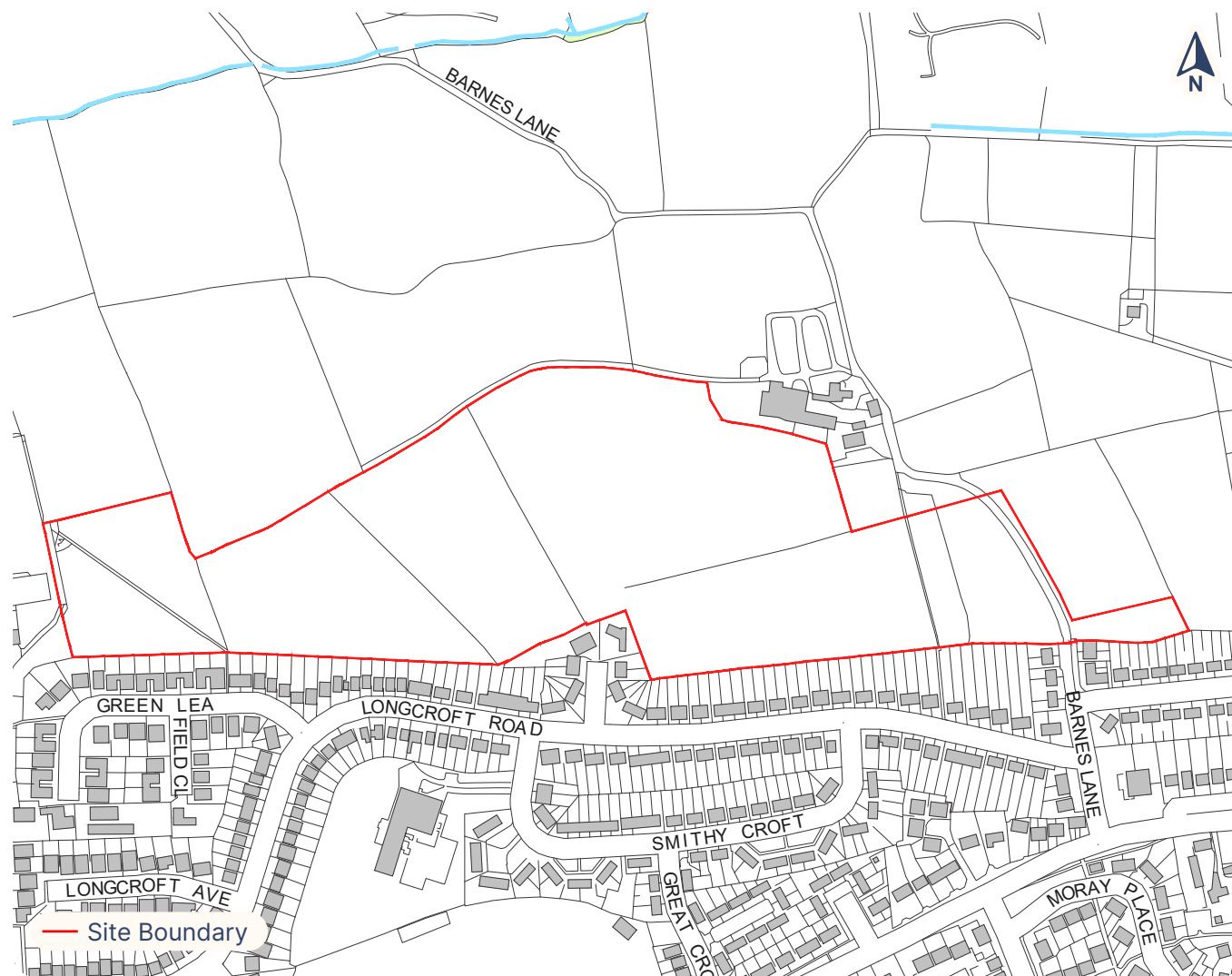
Our Land and Planning team brings extensive experience of navigating the planning system, working with a trusted network of professional consultants to ensure proposals are thoroughly considered and robustly evidenced before submission.

Our approach is design-led. We prioritise schemes that sit comfortably within their context, reflecting the character of local areas and meeting the needs of future residents. This commitment to quality means our developments are intended to be assets to their communities, rather than simply additions to the housing supply.

We have a strong track record of delivering consented schemes across the country and welcome early engagement with elected members and planning officers to ensure our proposals align with local priorities and contribute positively to the places we build in.



02 Site Context



Dronfield is a well-connected town which benefits from a wide range of facilities and services, with shops, schools and key amenities within a walking distance of the site.

Within the wider town of Dronfield there are a number of nurseries, primary schools, a secondary school, GP surgeries, large supermarkets and a number of employment opportunities.

The site is well connected, with the A61 providing easy access northward to Sheffield and southward to Chesterfield. The nearby M1 to the east provides connectivity to the wider region.

Nearest bus stops are located on Stubley Lane and Carr Lane in close proximity to the site, providing services into Sheffield and the surrounding area. Dronfield railway station provides regular services on the Nottingham to Leeds and Norwich to Liverpool lines, with connections to Sheffield, Chesterfield and beyond.

The wider countryside to the west is accessible via established footpath networks, with the Peak District National Park located approximately three miles from the town.

03 Planning Approach

Our Approach to the Site and Planning Strategy

The Land off Barnes Lane can deliver a mix of high-quality market and affordable housing to meet identified local needs, as part of a sensitively designed development which respects the local environment and character.

NPPF

The Government published a revised National Planning Policy Framework in December 2024, as part of reforms to boost housing delivery. Changes included introduction of a revised standard method for calculating local housing need, and mandatory housing targets. This has resulted in a significant increase in its local housing need, from 330dpa under the adopted Local Plan to a current minimum local housing need of 601dpa. The local housing need derived from the standard method does not account for any unmet need from the other local authorities, such as Sheffield, which may need to be accommodated through the new local plan.

Adopted Development Plan

The North East Derbyshire Local Plan 2014-2034 was adopted in November 2021. In accordance with national policy, as the plan will be five years old from November 2026, strategic policies in the local plan will become out of date due to the increase in local housing need and other changes to national policy, and as such it needs to be reviewed.

Emerging Local Plan

North East Derbyshire is currently preparing a new Local Plan, with a regulation 19 Consultation planned for September 2026, and submission by the end of the year.

The current Regulation 18 Issues & Options Consultation identifies Dronfield as the most sustainable settlement in the district, at the top of the settlement hierarchy, and sets out it is a priority location for development.

The site itself has been identified as a potential site allocation as part of the consultation, as site 45160 - Land north of Dronfield Woodhouse.

A range of technical assessments have commenced, with no issues identified which are likely to significantly constrain delivery of the site. Safe and suitable access to the site can be provided from Barnes Lane, and it will connect into the existing network of public rights of way, providing pedestrian access into Dronfield Woodhouse and the wider countryside. A drainage strategy, incorporating Sustainable Drainage Features will ensure the development is not at risk of flooding and will not pose a risk of flooding to any neighbouring dwellings.

The site does not make a strong contribution to any of the purposes of the Green Belt, and is considered to meet the definition of Grey Belt, where under national policy development can be appropriate in order to meet identified local needs.

A broad mix of high-quality homes will be delivered on site, potentially including bungalows, all built to be energy efficient. In addition, the site will deliver a biodiversity net gain, and contributions towards any improvements to local infrastructure necessary to ensure the development can be accommodated.

Recommendations

The site presents an excellent opportunity to deliver quality homes to meet a significant local need. The site is suitable for development. It is available now with no known impediments to its delivery. Development of the site is achievable, with potential to deliver new homes within five years. On this basis it is recommended the site is allocated for development.

04 Concept Design

Shaped by an understanding of its surroundings and the character of the local landscape, the proposals aim to work with the existing setting, retaining key features and making the most of the Site's natural qualities.



Homes for Dronfield

Provide a balanced mix of housing that meets local needs, supports families and older residents, and allows people with links to the village to remain in the area

Green ways of Living

Integrated design that respects the existing setting of the site, is landscape-led, enhancing biodiversity and sustainability



Character that Endures

Draw on Dronfield's vernacular while delivering energy-efficient homes, active frontages and social shared spaces

Key

- Site Boundary
- Primary Access
- Pedestrian / Cycle Access
- Movement Hierarchy
- Indicative Residential Area
- Indicative Residential Blocks
- Indicative Attenuation Basin
- Retained & Enhanced / New Vegetation
- Pedestrian / Cycle Trails
- PROW Routes

Retained
Hedgerows



Landscaped
Public Open Space



Locally
Equipped
Area of Play



Tree-lined
Streets



Green Lea

Urban Node
Green Space



Longcroft Road

Smithy Croft

Barnes Lane

SUDS

LEAP



05 Boningale Developments



Specialists in High Quality Homes

Born in the West Midlands, Boningale Developments Limited is family-owned and family run, supported by a handpicked team of professionals with decades of experience.

Boningale Developments is the 'sister company' of Boningale Homes Limited, who specialise in delivering residential developments of various scales.

They have recently delivered homes in the Shropshire countryside and on the edge of Albrighton, a development known as Millfields.



Strong History & an Exciting Future

Boningale takes a flexible and responsive approach to land promotion, tailoring proposals to reflect the priorities of local planning authorities and the communities they serve.

Where sites present specific planning challenges or local sensitivities, we bring creative thinking to finding solutions that work for all parties, including addressing locally identified housing needs and contributing to wider planning objectives.



A Collaborative Approach to Development

Boningale Developments has a proven track record of working collaboratively with local authorities and communities to deliver attractive, sustainable housing that makes a genuine contribution to the places where they design.

Their experience spans a broad range of development types, including greenfield and brownfield sites, mixed-use schemes, and strategic allocations. This breadth of expertise means Boningale is well placed to respond to the varied nature of local housing need, delivering homes that cater for a range of households, from first-time buyers to growing families.

Millfields, Albrighton

A Boningale Scheme

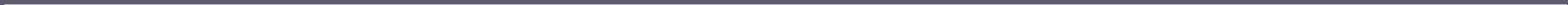




BONINGALE
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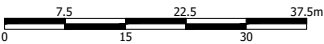
Appendix 3 – Site Access Strategy

Revision Note: -

Notes:
DRAFT



- KEY:
- PROPOSED CARRIAGEWAY
 - PROPOSED FOOTWAY AND/OR CYCLEWAY
 - PROPOSED VERGE / LANDSCAPING
 - SITE BOUNDARY
 - HIGHWAY BOUNDARY



Status: PLANNING

Client Name & Project Number:
2530067.78

Boningale Developments Ltd
Project title:
Land off Barnes Lane, Dronfield

Drawing title:
Site Access Strategy via Barnes Lane

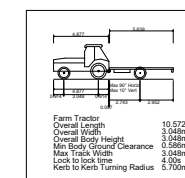
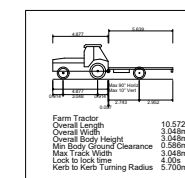
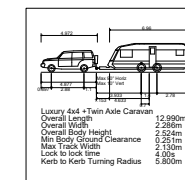
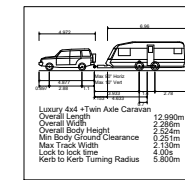
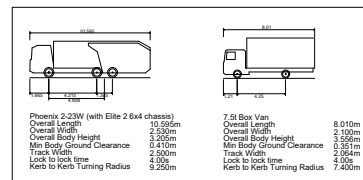
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Drawn by: KH	Checked by: AM	Date: 16.03.26



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Status: PLANNING

Client Name & Project Number:
2530067.78

Boningale Developments Ltd

Project title:
Land off Barnes Lane, Dronfield

Drawing title:

Swept Path Analysis of
Barnes Lane Access Strategy

Scale:	Drawing no.:	Revision:
1:500@A3	02	-

| Drawn by: | Checked by: | Date:
KH AM 16.03.26



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Appendix 4 – Traffic & Transport Appraisal



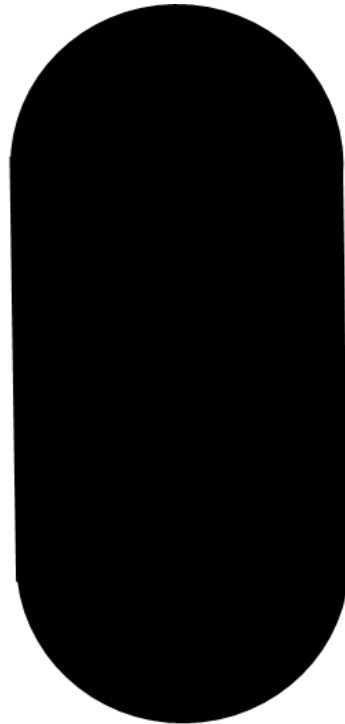
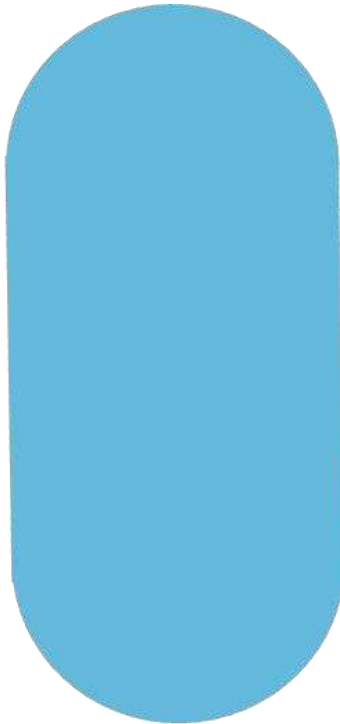
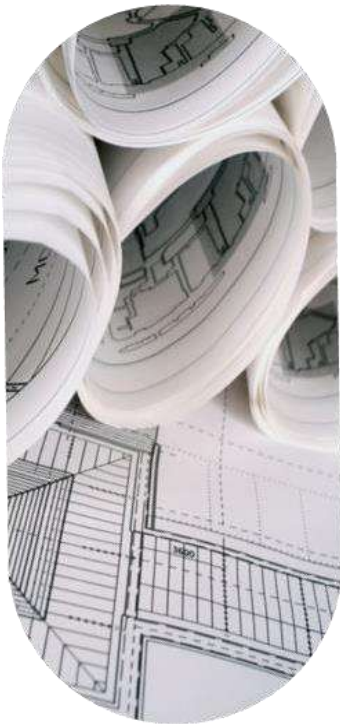
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Traffic and Transport Appraisal

Land off Barnes Lane, Dronfield

Boningale Developments Ltd

April 2026





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2. Existing Conditions	5
3. Proposed Development.....	10
4. Off-site Impact.....	13
5. Summary and Conclusions.....	16

Appendices

Appendix A – Department for Transport Connectivity Report
Appendix B – Site Concept Plan
Appendix C – TRICS Output Data
Appendix D – Marrons Highways Drawings
Appendix E – Census Distribution Data

Document Control

Project Name: Land off Barnes Lane, Dronfield
Matter Code: 2530067.78
Report Title: Traffic and Transport Appraisal

	Name	Position	Date
Prepared by:	Kurt Hardy MCIHT	Principal Transport Planner	April 2026
Reviewed by:	Anna Meer BA (Hons) CMILT	Transport Director	April 2026
Approved by:	Anna Meer BA (Hons) CMILT	Transport Director	April 2026
For and on behalf of Marrons			

1. Introduction

- 1.1. This Traffic and Transport Appraisal has been produced by Marrons, on behalf of Boningale Developments Ltd, in support of future promotion of the site as residential land through the North East Derbyshire Local Plan 2024 to 2044. The site is located to the north of Barnes Lane and to the north of the properties lining Longcroft Road in Dronfield.
- 1.2. By way of background, North East Derbyshire opened a 'Call for Sites' to support the creation of a new Local Plan in January 2025. The site was promoted through this process and in terms of highways, was supported by a Traffic and Transport Appraisal (dated January 2025) that included high-level details on scale, access, sustainability, trip generation and potential off-site impact.
- 1.3. Subsequently on 12th March 2026, North East Derbyshire District Council released Regulation 18 of its Local Plan containing its proposed approach to the location of future development. This included site reference '45160 – Land north of Dronfield Woodhouse' (referred to herein as 'the site'), for consideration to support approximately 190 dwellings, noting the initial 'Call for Sites' put forward to the council indicated the land could accommodate between 250 to 350 dwellings.
- 1.4. As part of the Regulation 18 process North East Derbyshire District Council published a Housing Land Availability Assessment which contained technical evidence for the decision making of its future sites. As part of the site's review were specific comments from Derbyshire County Council as the Local Highway Authority (LHA) which have been extracted below:

"Surrounding Highways classification: Barnes Lane/ Longcroft Road. Speed Limit: 30mph and other where site will be accessed. The only access to the site is via Barnes Lane, which is currently a narrow track leading to a farm. Depending on where the site access is positioned, the track could potentially be widened by extending onto the grass verges. Part of a wall will need to be removed to create the access. Barnes Road, which leads towards the existing dwellings, is suitable for two-way traffic, with on-street parking helping to reduce vehicle speeds. Longcroft Road is a clearly marked two-way road. There are several bus stops nearby, and a footpath runs through the middle of the site, connecting to Longcroft Road. The topography presents a highway problem within the site. A Transport Plan and Transport Assessment would be required to assess the impact on surrounding highway network."



- 1.5. In light of the above, the objective of this report is to provide more detail in relation to scale of development, access, trip generation, traffic distribution and off-site impact, such that it can provide the LHA with a level of comfort that an initial assessment has been undertaken and that the site can be promoted for residential development.
- 1.6. The work presented within this report does not negate the need for a full detailed Transport Assessment as part of any subsequent planning application. However, the work does at this stage establish that the proposals can feasibly be delivered and provides the core principles to be scoped with the LHA to support any forthcoming Transport Assessment.
- 1.7. The report takes into account current policy contained within the National Planning Policy Framework (NPPF, December 2024). The report also sets out the access strategy produced in accordance with the geometric requirements set out in Manual for Streets (MfS, 2007) and Manual for Streets 2 (MfS2, 2010), as well as local guidance contained within the LHA adopted Planning Streets and Places (2024) guidance.

2. Existing Conditions

Site Location

- 2.1. The site is approximately 11.3 hectares of currently agricultural land. **Figure 1** confirms that the site is bound to the north, east and west by undeveloped agricultural land, to the south by Barnes Lane and rear gardens associated residential properties along Longcroft Road and Green Lea.

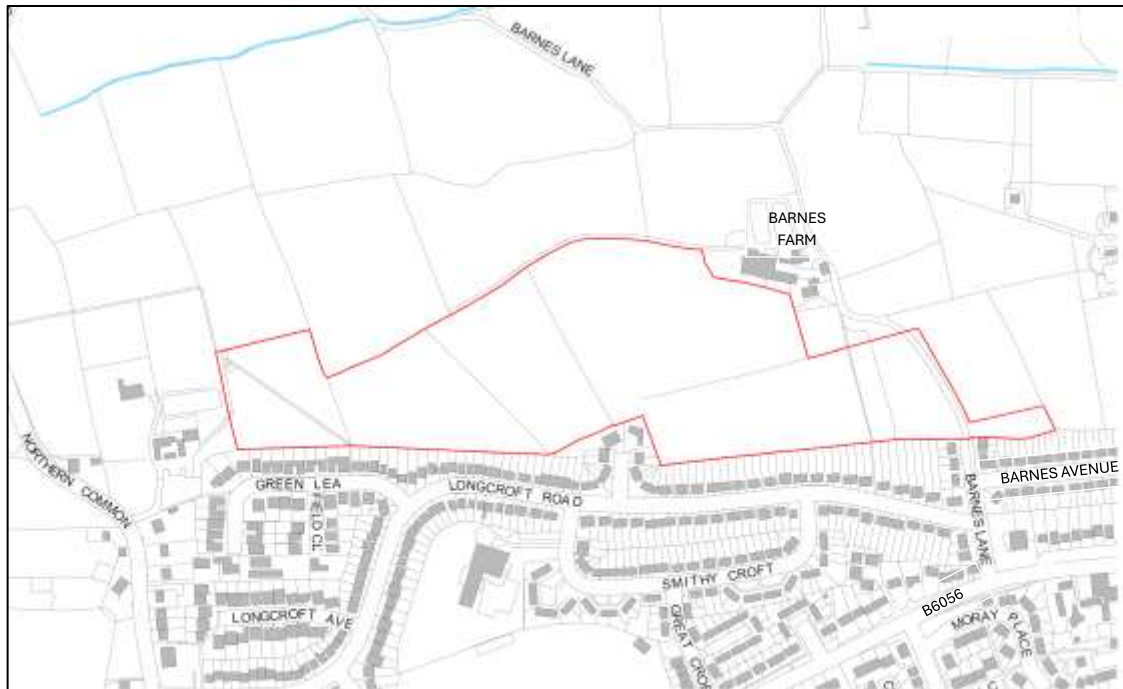


Figure 1: Site Location Plan

- 2.2. The centre of the site lies approximately 2km to the northwest of Dronfield Town Centre. The site has an informal agricultural field access which is located off Barnes Lane at the south-eastern corner of the site.

Local Highway Network

- 2.3. The existing section of Barnes Lane which runs along the eastern boundary of the site, continues north to Barnes Farm (shown in **Figure 2**). The initial section of Barnes Lane forms part of the public highway up to a point adjacent to property Number 8. From this point north, Barnes Lane continues as Public Footpath Number 7.



Figure 2: Barnes Lane (looking towards the site)

- 2.4. The section of Barnes Lane which forms an access track to Barnes Farm is approximately 3.5m wide and the section of Barnes Lane which forms part of the public highway adjacent to the southeastern extent of the site is approximately 6m wide. Barnes Lane is subject to a 30mph speed limit.
- 2.5. From the site Barnes Lane continues south for approximately 150m and forms the minor arm of a simple priority junction with the B6056. Along this route are local shops that contains a Post Office and butchers shops located on the western edge of Barnes Lane with a public on-street parking lay-by.
- 2.6. Barnes Avenue to the east is traffic-calmed with speed humps every 80m and would reduce the use of this route as a 'rat-run' towards the B6056 for eastwards movements towards Dronfield.
- 2.7. The B6056 is approximately 8m wide in the vicinity of the priority junction with Barnes Lane and is also subject to a 30mph speed limit.

Accessibility

- 2.8. The local highway network provides pedestrian footways along key desire lines to the centre of Dronfield, the nearest bus stops, William Levick Primary School, Gorseybrigg Primary School and nearby local facilities.

- 2.9. On the section of Barnes Lane located to the southeast of the site, there are existing footways on both sides of Barnes Lane which are approximately 2 to 2.5m wide. The footway on the eastern edge is segregated by a grass verge.
- 2.10. There are also footways on both sides of Barnes Avenue and Longcroft Road which are approximately 1.8 to 2m wide. In addition, there are footways on both sides of the B6056 in the vicinity of the priority junction with Barnes Lane which are approximately 2m wide.
- 2.11. There is an existing informal pedestrian crossing with dropped kerbs at the Barnes Lane / Barnes Avenue priority junction. There are informal pedestrian crossings complete with dropped kerbs and tactile paving at the Barnes Lane / Longcroft Road and B6056 / Barnes Lane priority junctions.
- 2.12. There is a zebra crossing located approximately 50m to the east of the B6056 / Barnes Lane priority junction which provides access to the footway on the southern side of the road and the nearest westbound bus stop. The nearest eastbound bus stop is located approximately 20m to the east of the zebra crossing on the B6056.
- 2.13. An annotated extract of DCC's 'Mapping Portal' (shown in **Figure 3**) shows that there are there are a total of 3 Public Rights of Way (PRoWs) which run through the site. Dronfield FP 6 runs through the western extent of the site between Northern Common and Green Lea; Dronfield FP 7 runs from Longcroft Road and Barnes Lane adjacent to Barnes Farm (and further along to Bradway) and Dronfield FP 8 runs along the section of Barnes Lane which is located in the eastern extent of the site.

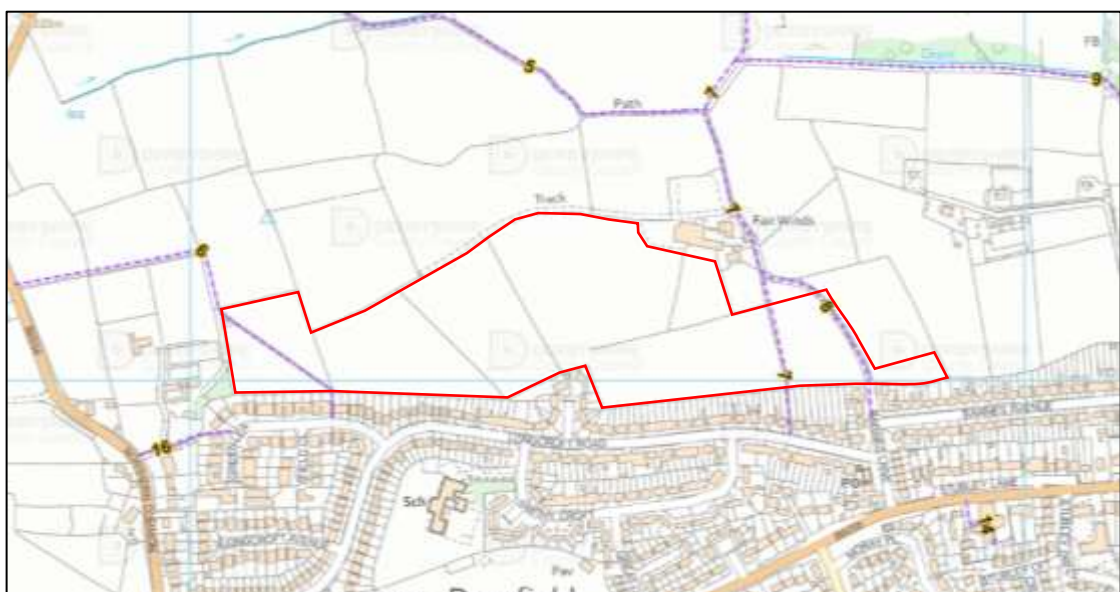


Figure 3: Local Public Rights of Way – Extract from DCC's Mapping Portal

- 2.14. In terms of cycling, there are no existing local formalised cycle routes within proximity of the site. The nearest likely locations for commuter cycling to for future residents would be Chesterfield to the south (circa 6.5 miles) or Sheffield to the north (circa 7.2 miles). Should this distance exceed a residents comfortable cycling distance there are opportunities for cyclists to travel to Dronfield Railway station (circa 1.5 miles / 12-minute cycle) and either use the cycle parking at the station or take the bike on the train to Sheffield or Chesterfield and continue the commute.
- 2.15. An extract of DCC's 'Mapping Portal' (shown in **Figure 4**) shows that Barnes Lane has been designated as a proposed local cycle route although there is no information on when this might be brought forward or how it might be funded. The route extends from Bradway to the north to Gosforth Valley to the south with key facilities such as Gorseybriddg Primary School, Gosforth Valley Medical Practice, Co-op and local shops along the route to the south.

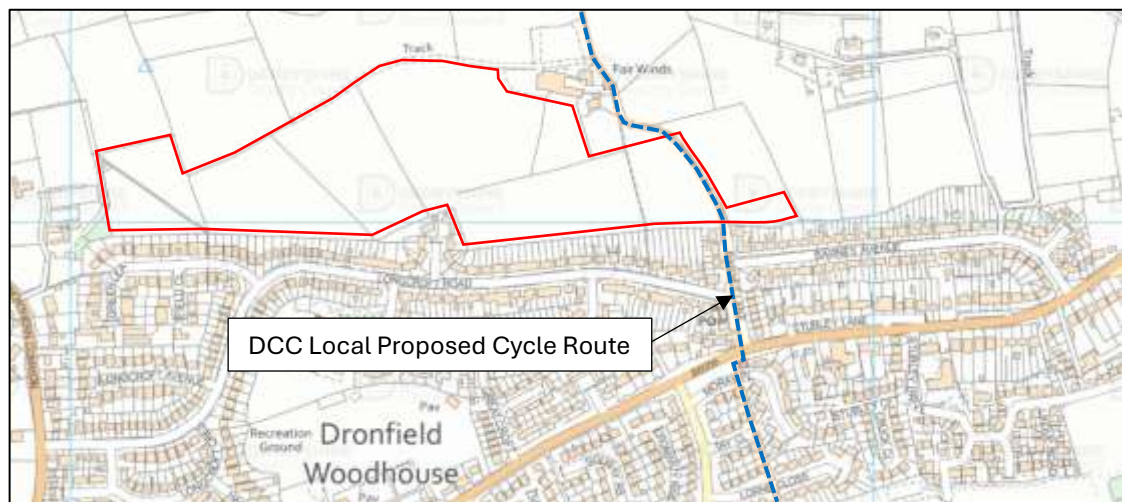


Figure 4: Local Cycle Routes – Extract from DCC's Mapping Portal

- 2.16. As mentioned, the nearest bus stops are located on the B6056. The westbound bus stop is located approximately 525m from the centre of the site and the eastbound bus stop is located approximately 550m from the centre of the site (7-minute walk). Both bus stops are served by the 16 and 43 bus services which provide 30-minute frequency services to Dronfield, Sheffield and Chesterfield, with the LHA confirming in their review of the site that there are ample bus stops nearby to serve the development.
- 2.17. Dronfield Railway Station is located circa 35-minute walk or 12-minute cycle east of the centre of the site, providing an hourly service between Nottingham (40-minute journey) and Leeds (70-minute journey). Along the route are key destinations such as Sheffield (12-minute journey) and Chesterfield (6-minute journey), providing a realistic travel option for future residents.



Accessibility Summary

- 2.18. A review of the newly released Department for Transport 'Connectivity Tool' also confirms this with the site achieving an average overall connectivity score of 60 out of 100, which sits in the 'above average' category for national sites. The report is contained at **Appendix A**, confirming that the site based upon the existing infrastructure available locally has a score of 61 for walking, 70 for cycling, and 63 for public transport
- 2.19. Based upon the information, the site has good opportunities to connect into existing infrastructure allowing for a wide range of travel by non-car modes, and would align with local and national policy for being a sustainable development.

3. Proposed Development

Development Proposals

- 3.1. The latest concept plan prepared by Marrons as contained at **Appendix B** indicates that the proposed development could achieve up to 250 dwellings on-site. As such this report has assessed the transport implications based upon this quantum, as a worst-case scenario.

Traffic Generation

- 3.2. The forecast trip generation by vehicles, pedestrians, cyclists and public transport users has derived from the industry standard traffic generation database TRICS, using the results of transport surveys taken at comparable existing residential developments in the database.
- 3.3. The criteria selected within the TRICS database to derive the trip generation of the site is provided below with the full TRICS output contained at **Appendix C**.
- Survey: Multi-modal
 - Land Use: 03 – Residential
 - Category: A – Houses Privately Owned
 - Land Use Range: 150 – 400 dwellings
 - Date Range: 01/01/2022 – 30/06/2025
 - Country: England
 - Subcategories: Edge of Town / Residential Zone
 - Population <1 Mile: 10,000 to 25,000
- 3.4. The average vehicle, pedestrian, cyclist and public transport trip rates and generation based upon the TRICS output is shown below in **Table 1**:

	AM (0800 – 0900)			PM (1700 – 1800)		
	Arrival	Departure	Two-Way	Arrival	Departure	Two-Way
Vehicle Trip Rate	0.177	0.353	0.530	0.318	0.180	0.498
Vehicle Trip Generation	44	88	133	80	45	125
Pedestrian Trip Rate	0.040	0.116	0.156	0.057	0.040	0.097
Pedestrian Trip Gen	10	29	39	14	10	24
Cyclist Trip Rate	0.003	0.034	0.037	0.011	0.004	0.015
Cyclist Trip Gen	1	9	9	3	1	4
P/T Trip Rate	0.009	0.036	0.045	0.014	0.002	0.016
P/T Trip Gen	2	9	11	4	1	4

Table 1: Residential Development Trip Generation (250 Dwellings)

- 3.5. Based on the above data, the residential development of 250 dwellings could generate up to 133 two-way vehicle trips in the morning peak and 125 trips in the evening peak onto the local highway network. Furthermore in terms of multi-modal trips, the

development could generate up to 39 pedestrian, 9 cyclist and 11 public transport trips in a peak hour.

Access Strategy

- 3.6. In accordance with the objectives of this report, the focus is to identify whether a safe and suitable access strategy could be achieved to serve the site. This section of the report builds on the foundations set out in the January 2025 Traffic and Transport Appraisal, providing more detail as requested and reflecting updated local design guidance.
- 3.7. The Derbyshire County Council 'Planning Streets and Places' (September 2024)' guidance sets out street character types based primarily on the principles as set out in 'Manual for Streets 1 & 2 (Department for Transport 2007)'. Paragraph 5.3.4 of the document provides a summary of the types of streets advising an 'Enhanced Street' is the highest form of design available spanning down to 'Private Streets' as the lowest. It does not however specify a threshold of dwellings in which a type of street may be more applicable than another. The design criteria for each road type are listed as being for guidance only and that departures would be considered, if there is a reasoned justification.
- 3.8. In terms of street types, Paragraph 5.5.1 and 5.5.2 of the document states that an Enhanced Street *"is applicable on all streets which also serve as a bus route"* and *"should be applied for central spine roads where there is a function more than simply being a residential access road"*. Paragraph 5.6.1 of the document states that the next level down to this is an Informal Street, which is described as being *"where formal traffic controls are absent or reduced. There is a footway and carriageway, but the differentiation between them is typically less than in a conventional street"*.
- 3.9. The proposed development will serve residential dwellings in the form of a cul-de-sac which does not constitute a 'spine road' / 'enhanced street' design. Its sole purpose is being a residential access road serving the proposed dwellings. As such, in accordance with the LHA current adopted design guidance, it is proposed that an 'informal street' would be better reflective of the proposal, which should comprise a 5.5m carriageway, 2m wide footways on both sides, with optional 2m wide verges separating the footway from the verge. Notwithstanding this, given the scale of development and achieving a 'vision-led' development, there is an opportunity to create an off-road cycle facility along the access road if deemed to be required.
- 3.10. Considering the above, **Drawing Number 2530067.78.01** (contained at **Appendix D**) shows the proposed access strategy to serve the site. This would comprise widening

Barnes Lane to a continuous width of 6.5m using highway verge available and extending into the site with a westward bend into the development parcel. Within the site the carriageway would be reduced to a width of 5.5m. The drawing confirms that a forward visibility splay of 43m reflective of 30mph could be achieved around the proposed bend into the site within land controlled by the landowner or public highway.

- 3.11. **Drawing Number 2530067.78.01** shows that a spur would be created to allow for continued access to Barnes Farm. The drawing confirms that the spur could achieve visibility splays of 43m in both directions when taken from a 2.4m setback distance to the carriageway edge.
- 3.12. In terms of pedestrian and cycle infrastructure, **Drawing Number 2530067.78.01** confirms that the western edge of the carriageway could accommodate a continuous 2m wide footway whilst the eastern edge could be provided with a 3m wide shared footway / cycleway with opportunity for off-site improvements to be delivered to create a continuous route to the B6056 to the south. Immediate off-site improvements would include removing the existing turning head outside Properties 17 and 19 and reinstating it as footway, as well as reducing the kerb radii with Barnes Avenue with improved crossing facilities at the junction.
- 3.13. **Drawing Number 2530067.78.02** (contained at **Appendix D**) provides swept path analysis of the proposals confirming that a 10.6m refuse vehicle could pass a 7.5T box van travelling in the opposite direction along the entirety of the proposed bend. In addition, the drawing confirms that the new spur to Barnes Farm could accommodate a farm tractor and trailer and car towing a caravan, turning right in and left out given there would be no desire for vehicles associated with the farm to travel west into the site.
- 3.14. As part of any future planning submission, a detailed topographical survey will be carried out of Barnes Lane and the site. However based on the information set out above, a geometrically compliant access strategy could be delivered in accordance with local guidance for a residential development of this scale. As such, it is considered that the access strategy would be 'safe and suitable' and therefore is in accordance with Paragraph 115 of the NPPF.
- 3.15. It should be noted that the principle and form of the access strategy should be agreed with the Local Highway Authority during future pre-application discussions.

4. Off-site Impact

Distribution

- 4.1. The Census 2011 'Location of usual residence and place of work by method of travel to work' dataset of the 'North East Derbyshire 005' area has been utilised to determine the location future residents may travel to work via car, to inform the distribution of vehicles onto the local highway network.
- 4.2. The census data output and distribution calculations are contained at **Appendix E**. In summary this shows that 100% of vehicles would use Barnes Lane to the junction with the B5056, with 88% travelling east towards Dronfield and 12% travelling west towards Bradway and Bakewell. Beyond Dronfield, 44% travel north towards Sheffield whilst 27% travel south towards Chesterfield, both using the B5057 to the A61 Bowshaw Roundabout. An extract of this is contained at **Figure 5**.

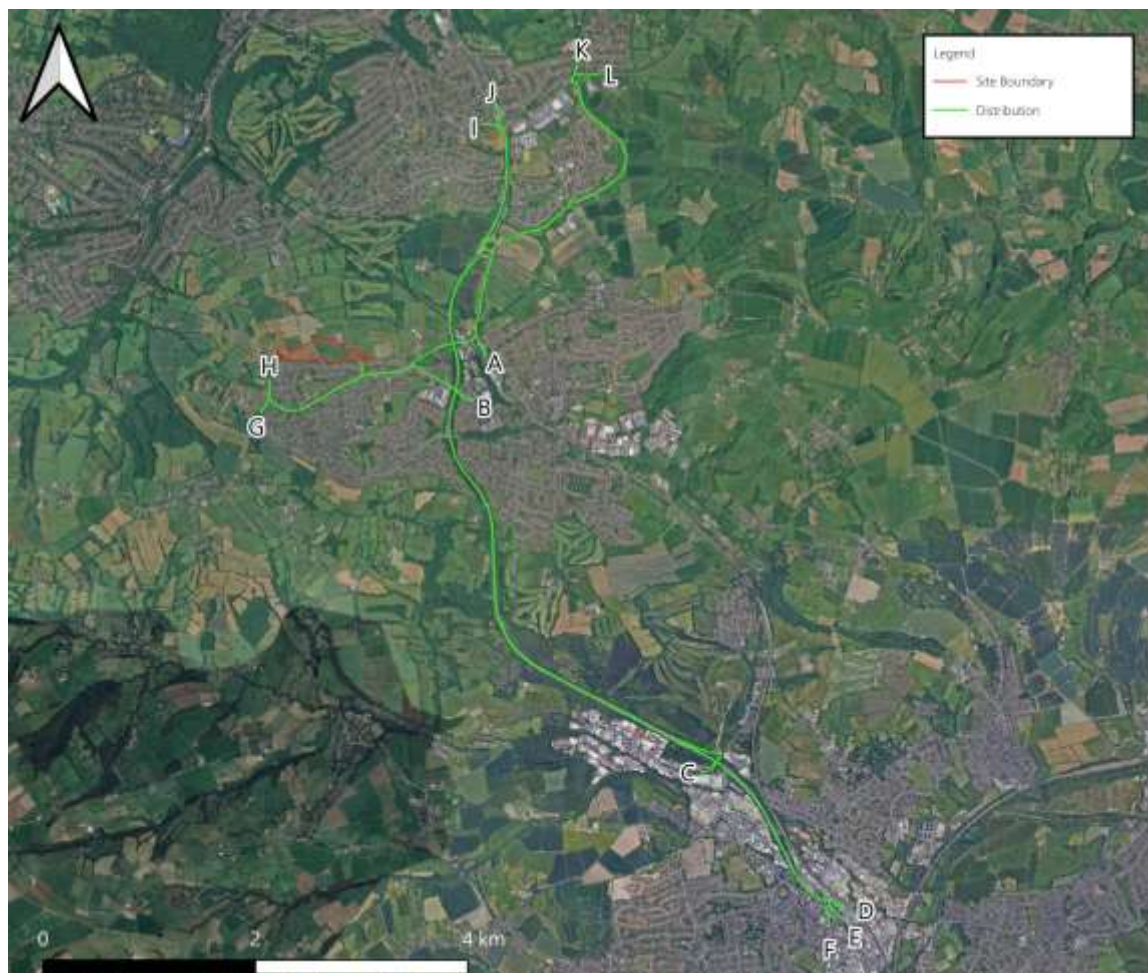


Figure 5: Census Driver Distribution Pattern

Traffic Assignment

- 4.3. Applying the Census distribution data and TRICS based vehicle traffic generation for the site, **Table 2** provides a summary of the number of vehicle-trips the site could generate at key off-site junctions. It should be noted the threshold of junctions potentially requiring assessment as set out below, is based upon recent discussions with the LHA on similar residential schemes by applying an increase of 30 two-way trips in the peak hour on the local network and 60 two-way trips on the strategic road network as a starting point for undertaking further assessment of off-site junctions.

Junction No.	Junction Name	AM Peak (two-way)	PM Peak (two-way)
1	Barnes Lane / Barnes Avenue Priority	133	125
2	Barnes Lane / Longcroft Road Priority	133	125
3	B6056 / Barnes Lane Priority	133	125
4	B6056 / Stubble Lane Priority	118	111
5	B6056 / B6057 Signals	110	104
6	A61 Bowshaw Roundabout	97	91
7	A6102 Norton Roundabout	47	44

Table 2: Proposed Development Vehicle Trips at Key Off-site Junctions

Off-site Impact

- 4.4. In accordance with Paragraph 116 of the NPPF, junction improvement works should only be required where the development would give rise to a “severe” residual cumulative impact.
- 4.5. Furthermore Paragraph 115 of the NPPF states that it should be ensured “*any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach*”.
- 4.6. Considering the above and the number of vehicle trips generated at key junctions set out in **Table 2**, it is possible that mitigation / improvement works would be required at the B6056 / Barnes Lane priority junction, the B6057 / B6056 signalised junction and the A61 Bowshaw roundabout. Based upon a high-level review of these junctions, there appears to be ample public highway land adjacent to them to deliver improvements should they be required.
- 4.7. As part of any forthcoming Transport Assessment, an agreed package of measures that could potentially be introduced to mitigate the development impact on the

surrounding highway network would be put forward, based upon the study area set out in **Table 2** This would also tie into any indicative schemes that the LHA may have already developed at a preliminary stage, which could be investigated further as part of our ongoing works.

Sustainability Improvements

4.8. As part of the proposal for the site to be developed, there is opportunity to build upon the potential for improved access to sustainable travel modes at the site. This could include the following:

- Provide a continuous 3m footway cycleway on the northern and eastern edge of Barnes Lane from the site to the B6056 to align with the LHA proposals to create a cycle route along this link.
- A continuous 2m footway link on the southern and western edge of Barnes Lane into the site.
- Improved crossing facilities at the Barnes Lane / Barnes Avenue junction.
- Ensuring all PRow's are maintained through the site with, with Dronfield FP6 and FP7 providing additional pedestrian links to Longcroft Road and Green Lea via footpaths which run in between the existing residential dwellings, noting these sections could be improved in order to facility the likely increase in footfall.
- Opportunity to improve cycle parking facilities at Dronfield Railway Station

5. Summary and Conclusions

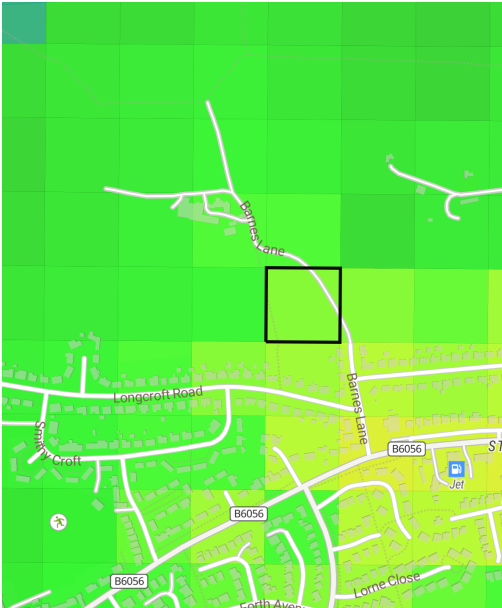
- 5.1. This Traffic and Transport Appraisal has been produced by Marrons on behalf of Boningale Developments in support of future promotion of the parcel of land to the north of Barnes Lane in Dronfield for residential development. This report builds upon the report previously prepared for the 'Call for Sites' submission and seeks to provide additional transport-related information for the consideration of the site as part of the Regulation 18 of the North East Derbyshire District Council Local Plan process.
- 5.2. Supporting drawings contained within this report have demonstrated that an extension of Barnes Lane into the site could serve a development up to 250 dwellings, and retain access to Barnes Farm in accordance with national and local design guidance. The design has also been tested from a visibility and vehicle tracking perspective, confirming that vehicles could suitably manoeuvre along the new section of road and be delivered entirely within land contained within the public highway or landowner.
- 5.3. The site has opportunities to tie into existing sustainable infrastructure to allow for travel by non-car modes as well as enhance the existing sustainable travel measures. Furthermore, the site also has the potential to deliver wider benefits such as the introduction of a shared footway / cycleway along Barnes Lane or improvements to the B6057 / Barnes Lane junction. This would suitably accommodate the likely increases in pedestrian, cyclist and public transport trips as set out in this report.
- 5.4. This report has set out the likely vehicle trip generation, confirming the proposals could generate up to 133 two-way vehicle movements in a peak period. By applying census data, a number of key junctions for further assessment have been identified with an initial assessment indicating there is scope to provide improvements / mitigation should the development trigger a severe impact.
- 5.5. It is likely this scale of development would require a package of measures to be introduced to mitigate the development impact on the surrounding highway network, and the applicant would welcome any indicative schemes that the Local Highway Authority may have already developed at a preliminary stage, which could be investigated further as part of ongoing works and contributed to accordingly.
- 5.6. The information contained within the report should give the Local Planning Authority and Local Highway Authority the confidence that there are no insurmountable issues that could not be overcome with further work as part of a planning application for residential development at this site.



Appendix A Department for Transport Connectivity Report

Explore the score

Square ID	433750_379050
Local authorities	North East Derbyshire Derbyshire East Midlands
Latitude	53.307324
Longitude	-1.494967



Overall

Type	National score	National distribution
Overall (except driving)	63	Above average (60-70%)
Public transport	63	Above average (60-70%)
Walking	61	Above average (60-70%)
Cycling	70	High (70-80%)
Driving	85	Very high (80-90%)

Education

Type	National score	National distribution
Overall (except driving)	59	Slightly above average (50-60%)
Public transport	67	Above average (60-70%)
Walking	50	Slightly above average (50-60%)
Cycling	74	High (70-80%)

Type	National score	National distribution
Driving	78	High (70-80%)

Leisure

Type	National score	National distribution
Overall (except driving)	61	Above average (60-70%)
Public transport	60	Above average (60-70%)
Walking	59	Slightly above average (50-60%)
Cycling	70	High (70-80%)
Driving	82	Very high (80-90%)

Health

Type	National score	National distribution
Overall (except driving)	55	Slightly above average (50-60%)
Public transport	55	Slightly above average (50-60%)
Walking	53	Slightly above average (50-60%)
Cycling	62	Above average (60-70%)
Driving	75	High (70-80%)

Shopping

Type	National score	National distribution
Overall (except driving)	71	High (70-80%)
Public transport	68	Above average (60-70%)
Walking	73	High (70-80%)
Cycling	85	Very high (80-90%)

Type	National score	National distribution
Driving	91	Highest (90-100%)

Residential

Type	National score	National distribution
Overall (except driving)	65	Above average (60-70%)
Public transport	61	Above average (60-70%)
Walking	67	Above average (60-70%)
Cycling	74	High (70-80%)
Driving	87	Very high (80-90%)

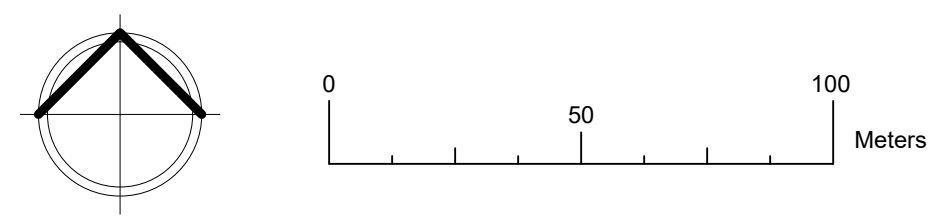
Workplaces

Type	National score	National distribution
Overall (except driving)	56	Slightly above average (50-60%)
Public transport	58	Slightly above average (50-60%)
Walking	45	Slightly below average (40-50%)
Cycling	62	Above average (60-70%)
Driving	78	High (70-80%)



Appendix B Site Concept Plan

- Key**
- Site Boundary
 - Primary Access
 - Pedestrian / Cycle Access
 - Movement Hierarchy
 - Indicative Residential Area
 - Indicative Residential Blocks
 - Indicative Attenuation Basin
 - Retained & Enhanced / New Vegetation
 - Pedestrian / Cycle Trails
 - PROW Routes



Notes:
A - April 2026 - Amendment to Masterplan

Status
Preliminary

Notes:
The copyright of this drawing belongs to Marrons and should not be copied or reproduced without written consent.
This drawing is for planning purposes only and is not to be used as a basis for construction.
Do not scale from this drawing - use figured dimensions only.

Client: Boningale Developments

Project title: Land North of Dronfield

Drawing title: Strategic Concept Plan

Scale: 1:1500 (A2)
Date: August 2025
Drawn by: JMP
Checked by: LH
Drawing no.: SK01
Revision: A

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Appendix C TRICS Output Data

Audit Code: 53ede92e-3057-4d38-aaea-12c7f4264ae3

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: A - HOUSES PRIVATELY OWNED

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

02	SOUTH EAST	
	ES	EAST SUSSEX 2 days
	HC	HAMPSHIRE 3 days
	KC	KENT 1 day
	SC	SURREY 1 day
	WB	WEST BERKSHIRE 1 day
	WS	WEST SUSSEX 3 days

This section displays the number of survey days per TRICS® sub-region in the selected set.

Audit Code: 53ede92e-3057-4d38-aaea-12c7f4264ae3

Primary Filtering Selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	DWELLS
Actual Range:	151 to 398 (units:DWELLS)
Range Selected by User:	150 to 400 (units:DWELLS)
Parking Spaces Range:	16 - 2824

Public Transport Provision:	
Selection by:	All Surveys Included
Date Range:	01/01/22 to 30/06/25

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:	
Monday	1 days
Thursday	1 days
Tuesday	5 days
Wednesday	4 days

This data displays the number of selected surveys by day of the week.

Selected survey types:	
Manual count	11
Direction ATC Count	0

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines

Selected Locations:	
Edge of Town	11 days

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:	
Residential Zone	11 days

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicle Counts:	
Servicing vehicles Excluded	3 days
Servicing vehicles Unknown	8 days

Audit Code: 53ede92e-3057-4d38-aaea-12c7f4264ae3

Secondary Filtering Selection:

Use Class:

C3	11 surveys
----	------------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

365 - 3400

Population within 1 mile:

10,001 to 15,000	7 surveys
15,001 to 20,000	2 surveys
20,001 to 25,000	2 surveys

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

100,001 to 125,000	2 surveys
125,001 to 250,000	4 surveys
25,001 to 50,000	2 surveys
250,001 to 500,000	1 surveys
50,001 to 75,000	2 surveys

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	1 surveys
1.1 to 1.5	10 surveys

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Audit Code: 53ede92e-3057-4d38-aaea-12c7f4264ae3

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

Yes	11 surveys
-----	------------

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	11 surveys
-----------------	------------

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

No



Audit Code: 53ede92e-3057-4d38-aaea-12c7f4264ae3

1	ES-03-A-19	MIXED HOUSES & FLATS	EAST SUSSEX
WRESTWOOD ROAD BEXHILL-ON-SEA Edge of Town Residential Zone Number of dwellings: 190.00 DWELLS Survey date: Wednesday 09/10/2024			
			Survey Type: Manual
2	ES-03-A-21	MIXED HOUSES & FLATS	EAST SUSSEX
PARK ROAD HAILSHAM HELLINGLY Edge of Town Residential Zone Number of dwellings: 160.00 DWELLS Survey date: Wednesday 26/03/2025			
			Survey Type: Manual
3	HC-03-A-34	MIXED HOUSES & FLATS	HAMPSHIRE
STONEHAM LANE EASTLEIGH Edge of Town Residential Zone Number of dwellings: 243.00 DWELLS Survey date: Tuesday 14/11/2023			
			Survey Type: Manual
4	HC-03-A-35	MIXED HOUSES & FLATS	HAMPSHIRE
EAGLE AVENUE WATERLOOVILLE LOVEDEAN Edge of Town Residential Zone Number of dwellings: 289.00 DWELLS Survey date: Tuesday 31/10/2023			
			Survey Type: Manual
5	HC-03-A-41	MIXED HOUSES & FLATS	HAMPSHIRE
CROW LANE RINGWOOD CROW Edge of Town Residential Zone Number of dwellings: 195.00 DWELLS Survey date: Monday 30/06/2025			
			Survey Type: Manual
6	KC-03-A-12	MIXED HOUSES & FLATS	KENT
WESTERN LINK FAVERSHAM DAVINGTON Edge of Town Residential Zone Number of dwellings: 186.00 DWELLS Survey date: Tuesday 19/09/2023			
			Survey Type: Manual
7	SC-03-A-12	MIXED HOUSES & FLATS	SURREY
AARONS HILL GODALMING Edge of Town Residential Zone Number of dwellings: 252.00 DWELLS Survey date: Wednesday 12/06/2024			
			Survey Type: Manual
8	WB-03-A-04	MIXED HOUSES	WEST BERKSHIRE
DORKING WAY READING			



Audit Code: 53ede92e-3057-4d38-aaea-12c7f4264ae3

CALCOT
Edge of Town
Residential Zone
Number of dwellings: 199.00 DWELLS
Survey date: Thursday 12/09/2024

Survey Type: Manual

9	WS-03-A-23	MIXED HOUSES & FLATS	WEST SUSSEX
---	------------	----------------------	-------------

TURNERS HILL ROAD
EAST GRINSTEAD
Edge of Town
Residential Zone
Number of dwellings: 197.00 DWELLS
Survey date: Tuesday 14/05/2024

Survey Type: Manual

10	WS-03-A-26	MIXED HOUSES & FLATS	WEST SUSSEX
----	------------	----------------------	-------------

RUSPER ROAD
HORSHAM
NORTH HORSHAM
Edge of Town
Residential Zone
Number of dwellings: 165.00 DWELLS
Survey date: Tuesday 24/09/2024

Survey Type: Manual

11	WS-03-A-28	MIXED HOUSES & FLATS	WEST SUSSEX
----	------------	----------------------	-------------

SHOPWHYKE ROAD
CHICHESTER
Edge of Town
Residential Zone
Number of dwellings: 398.00 DWELLS
Survey date: Wednesday 18/06/2025

Survey Type: Manual

Audit Code: 53ede92e-3057-4d38-aaea-12c7f4264ae3

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Total Vehicles

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	11	225	0.076	0.291	0.367
08:00-09:00	11	225	0.177	0.353	0.530
09:00-10:00	11	225	0.137	0.175	0.312
10:00-11:00	11	225	0.110	0.141	0.251
11:00-12:00	11	225	0.123	0.133	0.256
12:00-13:00	11	225	0.154	0.138	0.292
13:00-14:00	11	225	0.170	0.153	0.323
14:00-15:00	11	225	0.150	0.198	0.348
15:00-16:00	11	225	0.269	0.195	0.464
16:00-17:00	11	225	0.267	0.172	0.439
17:00-18:00	11	225	0.318	0.180	0.498
18:00-19:00	11	225	0.270	0.156	0.426
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.221	2.285	4.506

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: 53ede92e-3057-4d38-aaea-12c7f4264ae3

Parameter Summary:

Trip rate parameter range selected:	150 - 400 (units: DWELLS)
Survey date date range:	19/09/2023 - 30/06/2025
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 53ede92e-3057-4d38-aaea-12c7f4264ae3

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Cyclists

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	11	225	0.001	0.012	0.013
08:00-09:00	11	225	0.003	0.034	0.037
09:00-10:00	11	225	0.002	0.005	0.007
10:00-11:00	11	225	0.002	0.003	0.005
11:00-12:00	11	225	0.003	0.002	0.005
12:00-13:00	11	225	0.004	0.003	0.007
13:00-14:00	11	225	0.003	0.004	0.007
14:00-15:00	11	225	0.006	0.002	0.008
15:00-16:00	11	225	0.025	0.005	0.030
16:00-17:00	11	225	0.025	0.009	0.034
17:00-18:00	11	225	0.011	0.004	0.015
18:00-19:00	11	225	0.002	0.005	0.007
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.087	0.088	0.175

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: 53ede92e-3057-4d38-aaea-12c7f4264ae3

Parameter Summary:

Trip rate parameter range selected:	150 - 400 (units: DWELLS)
Survey date date range:	19/09/2023 - 30/06/2025
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 53ede92e-3057-4d38-aaea-12c7f4264ae3

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Pedestrians

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	11	225	0.018	0.043	0.061
08:00-09:00	11	225	0.040	0.116	0.156
09:00-10:00	11	225	0.043	0.037	0.080
10:00-11:00	11	225	0.018	0.021	0.039
11:00-12:00	11	225	0.020	0.023	0.043
12:00-13:00	11	225	0.038	0.039	0.077
13:00-14:00	11	225	0.027	0.033	0.060
14:00-15:00	11	225	0.030	0.036	0.066
15:00-16:00	11	225	0.102	0.053	0.155
16:00-17:00	11	225	0.084	0.049	0.133
17:00-18:00	11	225	0.057	0.040	0.097
18:00-19:00	11	225	0.040	0.029	0.069
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.517	0.519	1.036

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: 53ede92e-3057-4d38-aaea-12c7f4264ae3

Parameter Summary:

Trip rate parameter range selected:	150 - 400 (units: DWELLS)
Survey date date range:	19/09/2023 - 30/06/2025
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 53ede92e-3057-4d38-aaea-12c7f4264ae3

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Public Transport Users

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	11	225	0.001	0.041	0.042
08:00-09:00	11	225	0.009	0.036	0.045
09:00-10:00	11	225	0.004	0.010	0.014
10:00-11:00	11	225	0.002	0.006	0.008
11:00-12:00	11	225	0.003	0.010	0.013
12:00-13:00	11	225	0.004	0.003	0.007
13:00-14:00	11	225	0.006	0.007	0.013
14:00-15:00	11	225	0.010	0.006	0.016
15:00-16:00	11	225	0.035	0.008	0.043
16:00-17:00	11	225	0.021	0.002	0.023
17:00-18:00	11	225	0.014	0.002	0.016
18:00-19:00	11	225	0.006	0.002	0.008
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.115	0.133	0.248

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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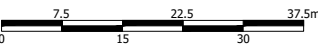
Appendix D Marrons Highways Drawings

Revision Note: -

Notes:
DRAFT



- KEY:
- PROPOSED CARRIAGEWAY
 - PROPOSED FOOTWAY AND/OR CYCLEWAY
 - PROPOSED VERGE / LANDSCAPING
 - SITE BOUNDARY
 - HIGHWAY BOUNDARY



Status: PLANNING

Client Name & Project Number:
2530067.78

Boningale Developments Ltd
Project title:
Land off Barnes Lane, Dronfield

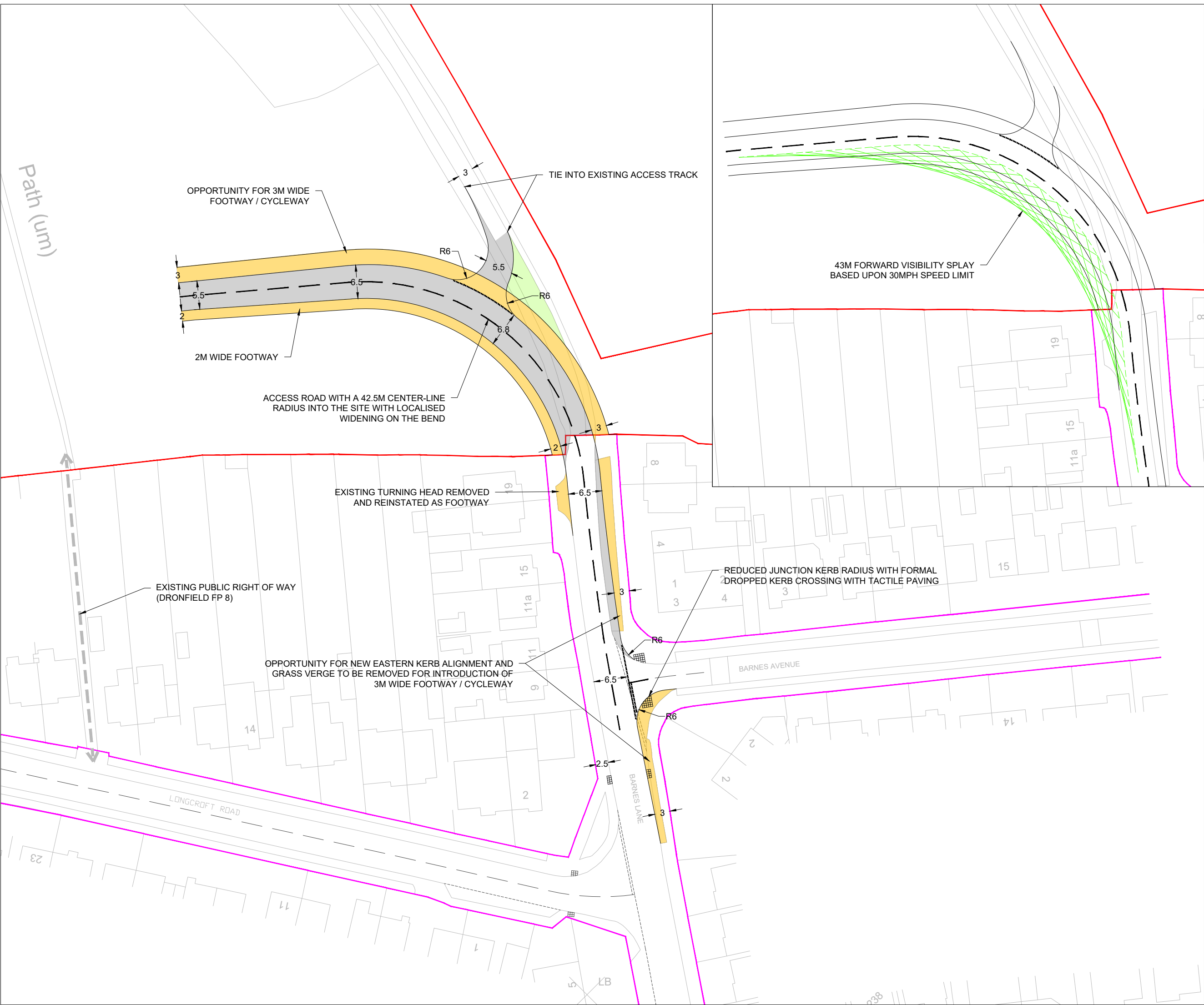
Drawing title:
Site Access Strategy via Barnes Lane

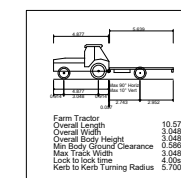
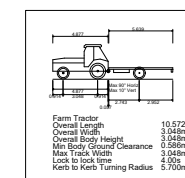
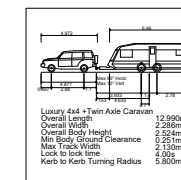
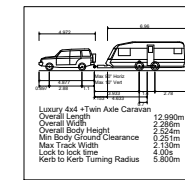
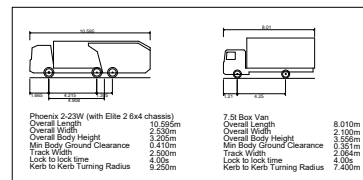
Scale: 1:750@A3	Drawing no.: 01	Revision: -
Drawn by: KH	Checked by: AM	Date: 16.03.26



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Status: PLANNING

Client Name & Project Number:
2530067.78

Boningale Developments Ltd

Project title:

Land off Barnes Lane, Dronfield

Drawing title:

Swept Path Analysis of
Barnes Lane Access Strategy

Scale: 1:500@A3	Drawing no.: 02	Revision: -
Drawn by: KH	Checked by: AM	Date: 16.03.26



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Appendix E Census Distribution Data

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

ONS Crown Copyright Reserved [from Nomis on 17 March 2026]

populationAll usual residents aged 16 and over in employment the week before the census

unitsPersons

date2011

method of travel to workDriving a car or van

		Usual Residence		
Location Summary	Place of Work	E02004109 : North East Derbyshire 005	%	Distribution
50% Callywhite Lane industrial Estate		174	11.2%	50% A 50% B
50% High Street	E02004108 : North East Derbyshire 004			
Sheffield City Centre	E02006843 : Sheffield 073	103	6.6%	50% J 50% K
Chesterfield Town Centre	E02004064 : Chesterfield 010	101	6.5%	E
Sheepridge Lane Industrial Estate	E02004058 : Chesterfield 004	89	5.7%	C
	Rotherham	84	5.4%	L
50% Chesterfield Trading Estate		58	3.7%	50% C 50% D
50% Eastside Road Industrial Estate	E02004055 : Chesterfield 001			
Attercliffe	E02001632 : Sheffield 022	57	3.7%	L
Gunstones Bakery	E02004110 : North East Derbyshire 006	49	3.2%	WALK
The University of Sheffield	E02001640 : Sheffield 030	46	3.0%	50% J 50% K
		39	2.5%	50% J 50% K
Bramall Lane	E02001652 : Sheffield 042			
West Street	E02006844 : Sheffield 074	37	2.4%	L
Sheffield Railway Station	E02006868 : Sheffield 075	35	2.3%	L
	Bolsover	34	2.2%	D
Meadowhall	E02001628 : Sheffield 018	32	2.1%	L
Collegiate Campus	E02001646 : Sheffield 036	32	2.1%	I
Chesterfield Royal Hospital	E02004066 : Chesterfield 012	32	2.1%	E
Millhouses	E02001665 : Sheffield 055	30	1.9%	I
Dore	E02001678 : Sheffield 068	28	1.8%	I
Cemetery Road	E02001650 : Sheffield 040	27	1.7%	50% J 50% K
Darnall	E02001637 : Sheffield 027	25	1.6%	L
Staveley	E02004056 : Chesterfield 002	24	1.5%	D
Newfield Secondary School	E02001674 : Sheffield 064	22	1.4%	L
	Doncaster	22	1.4%	L
Netherthorpe	E02001636 : Sheffield 026	21	1.4%	L
Meersbrook Park	E02001663 : Sheffield 053	21	1.4%	K
Darnall Station	E02001642 : Sheffield 032	20	1.3%	L
Archer Drive	E02001669 : Sheffield 059	19	1.2%	I
Bakewell	E02004069 : Derbyshire Dales 002	19	1.2%	G
Eckington Business Park	E02006804 : North East Derbyshire 014	18	1.2%	A
Bradway	E02001681 : Sheffield 071	17	1.1%	I
	High Peak	17	1.1%	G
Holmewood	E02004113 : North East Derbyshire 009	16	1.0%	E
Ernie Moss Way	E02004061 : Chesterfield 007	16	1.0%	F
	Bassetlaw	16	1.0%	A
	Leeds	16	1.0%	L
Coal Aston	E02004106 : North East Derbyshire 002	15	1.0%	A
Holbrook Industrial Estate	E02001673 : Sheffield 063	15	1.0%	A
Kenwood Road	E02001660 : Sheffield 050	14	0.9%	J
	Barnsley	14	0.9%	L
Holymoorside	E02004112 : North East Derbyshire 008	13	0.8%	G
Clay Cross	E02004116 : North East Derbyshire 012	13	0.8%	E
Abbeydale Golf Club	E02001676 : Sheffield 066	13	0.8%	I
Norfolk Park	E02001653 : Sheffield 043	12	0.8%	L
	Amber Valley	12	0.8%	E
	Mansfield	12	0.8%	E
Hillsborough	E02001627 : Sheffield 017	11	0.7%	J
Inkersall Green	E02004060 : Chesterfield 006	11	0.7%	D
	Nottingham	11	0.7%	E
Manor	E02001649 : Sheffield 039	10	0.6%	L
Chelsea Park	E02001656 : Sheffield 046	10	0.6%	I
Heeley	E02001661 : Sheffield 051	10	0.6%	I
	Wakefield	10	0.6%	L
		1,553	100%	

Quantum	250
---------	-----

Trip Rate	Arrival	Departures	Two-Way
AM Peak	0.177	0.353	0.530
PM Peak	0.318	0.180	0.498

Trip Gen	Arrival	Departures	Two-Way
AM Peak	44	88	133
PM Peak	80	45	125

Route Split	% Total
A	9.7%
B	5.6%
C	7.6%
D	6.3%
E	12.7%
F	1.0%
G	2.3%
H	9.0%
I	2.1%
J	8.5%
K	8.3%
L	26.9%
Total	100.0%

Route Split	Total
A	13
B	7
C	10
D	8
E	17
F	1
G	3
H	12
I	3
J	11
K	11
L	36
Total	133



Think before you print



Appendix 5 – Grey Belt and Golden Rules Assessment



Grey Belt & Golden Rules Statement

Land at Barnes Lane, Dronfield

Boningale Developments Limited

April 2026



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Document Control

Project Name: Barnes Lane, Dronfield
Matter Code: 2530067-109
Report Title: Grey Belt Assessment

	Name	Position	Date
Prepared by:	LS	Assistant Planner	March 2026
Reviewed by:	GW	Principal Planner	April 2026
Approved by:	MW	Director	April 2026
For and on behalf of Marrons			

1. Introduction

- 1.1. This Grey Belt and Golden Rules Statement has been prepared by Marrons on behalf of Boningale Developments Limited and supports the promotion of land at Barnes Lane, Dronfield. It provides a grey belt assessment of the Site in accordance with revised National Planning Policy Framework ('NPPF') published on 12 December 2024 and updated National Planning Policy Guidance ('NPPG') published on 27 February 2025. Consideration has also been given to recent appeal decisions and grey belt planning permissions, which are critical to understanding how grey belt policy is being interpreted and applied in practice.
- 1.2. As a starting point, the purpose of this report is to establish agreement with the Council that the site comprises grey belt land, that there is a demonstrable need for the proposed development, and that the Site is sustainably located. The report also seeks to confirm that the proposals are capable of delivering the necessary contributions, including compliance with the golden rules.
- 1.3. The revised NPPF introduced grey belt land as part of a suite of measures aimed at significantly boost housing delivery and supporting the Government's ambition to build 1.5 million new homes over this parliamentary period. Our assessment considers how the Site performs against grey belt, Green Belt tests and golden rules.
- 1.4. The final stage of the assessment explores whether the development would not be inappropriate development in the Green Belt. It considers five key NPPF tests relating to grey belt including:
 - Whether any designations exclude the Site being grey belt (Footnote 7);
 - Whether the Site represents a sustainable location for development and promotes sustainable transport (paragraphs 110, 115 and 155);
 - Whether there is demonstrable need for the proposed development (paragraph 155);
 - Whether the Site strongly contributes towards purposes A, B and D of the Green Belt (Annex 2, paragraph 143 and the NPPF purposes assessment criteria); and
 - Whether development of the Site would fundamentally undermine the purposes of the remaining Green Belt across the area of the plan (paragraph 155).
- 1.5. Our assessment considers the openness of the Green Belt, which is recognised as a key test for any proposal in the Green Belt. It is however acknowledged that the

openness assessment is not a mandatory requirement for grey belt land (in accordance with Footnote 55 and the NPPG) but nonetheless current decisions (as set out in several officer reports and appeals) often consider openness in the scenario that the site is not grey belt. Therefore, our assessment only provides a high-level overview of openness based on best practice as the Site is considered to utilise grey belt land.

1.6. It also considers whether the proposed development would achieve the golden rules (paragraph 156) which are required for grey belt including:

- Whether the proposals would deliver the required level of affordable housing;
- Whether the proposals would provide any necessary improvements to infrastructure; and
- Whether the proposals would provide new or improvements to accessible open space.

1.7. In summary, our assessment concludes that the Site meets the definition of grey belt, that there is a demonstrable need for the proposed development, and that the Site represents a sustainable location for development.

2. Grey Belt Assessment

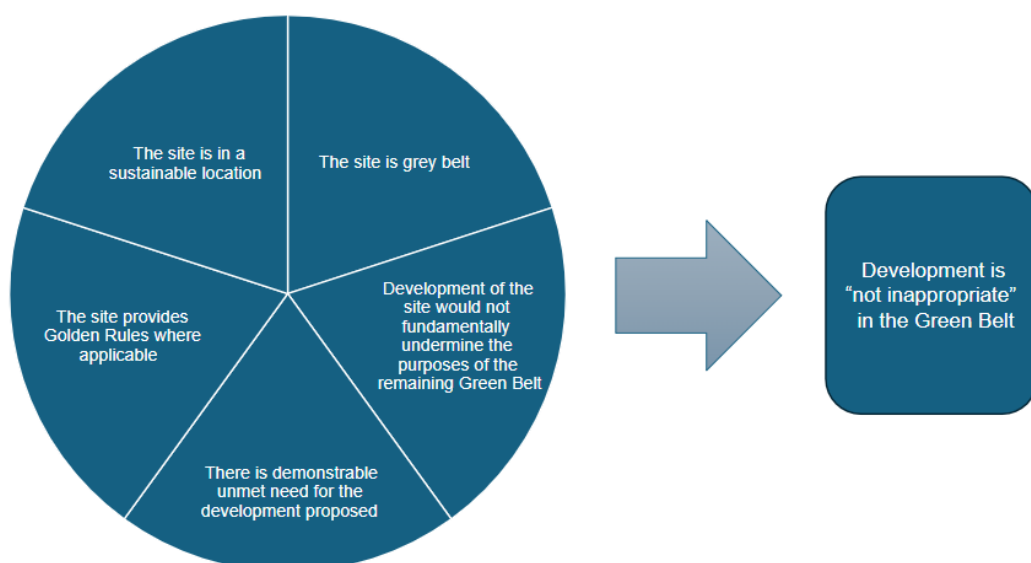
- 2.1. Revisions to the NPPF (2024) introduced significant changes to Green Belt policy, while retaining its core principles, for instance development on Green Belt land remains permissible only in very special circumstances, and its overarching purpose is unchanged.
- 2.2. Notably, the NPPF now requires authorities to review Green Belt boundaries “*where an authority cannot meet its identified need for homes, commercial or other development through other means*” (para.146).
- 2.3. In such circumstances, authorities should revise Green Belt boundaries to meet their full identified need unless there is clear evidence that doing so would fundamentally undermine the combined purposes of the remaining Green Belt across the plan area (para.146).
- 2.4. As of July 2026, it is expected that the Council will no longer be able to demonstrate a 5YHLS, with a more pronounced decline anticipated from November 2026, discussed in further detail in this report. This will necessitate identifying sustainable locations for new housing, making Green Belt boundary revisions unavoidable. As this report demonstrates, Dronfield is the highest-tier sustainable settlement in North East Derbyshire and should therefore be prioritised to accommodate future housing needs.
- 2.5. Paragraph 148 of the NPPF introduced a new prescribed test set for considering land when reviewing boundaries. Plans should:

“give priority to previously developed land, then consider grey belt which is not previously developed, and then other Green Belt locations. However, when drawing up or reviewing Green Belt boundaries, the need to promote sustainable patterns of development should determine whether a site’s locations is appropriate with particular reference to paragraphs 110 and 115 of this Framework. Strategic policy-making authorities should consider the consequences for sustainable development of channelling development towards urban areas inside the Green Belt boundary, towards towns and villages inset within the Green Belt or towards locations beyond the outer Green Belt boundary.”
- 2.6. New prescribed circumstances have also been introduced where development in the Green Belt is not regarded as inappropriate (NPPF, paragraphs 154-155). Notably, development on grey belt land would not be inappropriate where:

- a. *“The development would utilise grey belt land and would not fundamentally undermine the purposes (taken together) of the remaining Green Belt across the area of the plan*
- b. *There is a demonstrable unmet need for the type of development proposed;*
- c. *The development would be in a sustainable location, with particular reference to paragraphs 110 and 115 of this Framework;*
- d. *Where applicable the development proposed meets the ‘Golden Rules’ requirements set out in paragraphs 156-157”*

2.7. As detailed above, these revisions formally introduce the concept of grey belt land within national policy and guidance.

2.8. Changes to the PPG further clarify this. As summarised in the diagram below, where a site is identified as Grey Belt, it is in a sustainable location, meets the Golden Rules, addresses a demonstrable unmet need, and does not undermine the overall purposes of the Green Belt, development on that land should not be considered inappropriate (PPG paragraph: 010 Reference ID: 64-010-20250225).



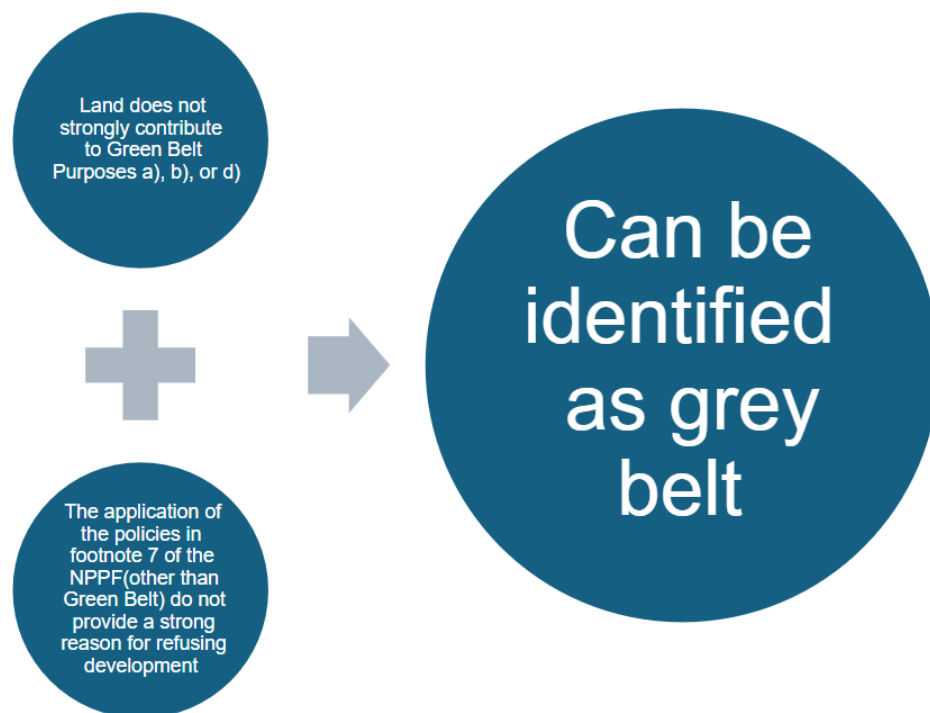
2.9. The grey belt is defined in Annex 2, page 73 of the NPPF as:

“Land in the Green Belt comprising previously developed land and/or any other land that, in either case, does not strongly contribute to any of purposes (a), (b), or (d) in paragraph 143. ‘Grey belt’ excludes land where the application of the policies

relating to the areas or assets in footnote 7 (other than Green Belt) would provide a strong reason for refusing or restricting development.

2.10. The approach to assessing Grey Belt is outlined in the PPG (Paragraph 007, Reference ID: 64-007-20250225) and illustrated in the diagram below. It comprises two principal stages:

- Land that does not strongly contribute to Green Belt Purposes A,B and D; and
- Where the application of policies in Footnote 7 of the NPPF do not give rise to a strong reason for refusing development



2.11. Taking the above into consideration we have undertaken a comprehensive assessment of the Land at Barnes Lane, Dronfield Site against the 5 identified tests (Footnote 7 constraints, sustainability, needs, purposes A, B and D and wider Green Belt considerations) which can be seen below. Detailed commentary is provided regarding each of these elements.

Test 1: Footnote 7 Constraints

- 2.12. The Site is neither within nor adjacent to any habitat site as defined in NPPF paragraph 194, and it is not part of, nor in proximity to, a Site of Special Scientific Interest.
- 2.13. The Site is not designated as a Local Green Space, is outside any National Park, and does not fall within a National Landscape.
- 2.14. The Site is also not located on a Heritage Coast.
- 2.15. No irreplaceable habitats are present within the Site. This will be confirmed through a Preliminary Ecological Appraisal as part of any future planning application.
- 2.16. There are no designated heritage assets on or immediately surrounding the Site. A Heritage Impact Assessment will be undertaken to assess potential impacts on nearby heritage assets; however, any impacts are not likely to be significant.
- 2.17. The Site lies wholly within Flood Zone 1, indicating the lowest risk of fluvial flooding. While a small area is subject to potential surface-water flood risk, it is anticipated that appropriate mitigation can ensure that the Site is safe from surface water flooding without increasing flood risk elsewhere. This will be confirmed through a Flood Risk Assessment and outline drainage strategy as part of any application.
- 2.18. Taken together, these matters confirm that footnote 7 constraints do not provide a reason to refuse development and therefore **Test 1 is passed**.

Test 2: Sustainability (Para. 155)

- 2.19. Dronfield is identified as a Level 1 settlement in the Settlement Hierarchy Topic Paper (March 2026), due to its extensive range of facilities, services, and strong public transport connections.
- 2.20. The Green Belt Topic Paper (2018) highlights that three of the four most sustainable settlements in NED are fully encircled by the Green Belt, with very limited capacity for growth within their boundaries. It specifically details that Dronfield, the most sustainable settlement in the district, has the lowest housing land supply within its boundaries and no potential for larger sites within its urban area. As such, the paper concludes that the release of some Green Belt around these highly sustainable settlements would result in limited harm, and it is considered that the benefits of helping to address housing pressures and affordability issues would outweigh this harm.

- 2.21. Although national policy (specifically paragraph 147 of the NPPF) encourages the reuse of brownfield land and the consideration of all other options before considering the release of Green Belt, the Green Belt Topic Paper (2018) noted that many brownfield sites in several sustainable settlements, including Dronfield, are unsuitable for residential use. Therefore, brownfield land alone cannot accommodate the level of growth required in sustainable locations.
- 2.22. Dronfield is the district's largest town, and the only town served by a railway station in the district. The site also benefits from proximity to regular bus services providing direct connections to Sheffield and Chesterfield. A wide range of facilities and services including a primary school, convenience store, medical centre, as well as other day-to-day amenities, are located within walking distance of the Site. As such, the site is in a highly sustainable location capable of supporting growth.
- 2.23. In light of this evidence, and consistent with the Council's own assessments, Dronfield is a highly sustainable settlement and the Land at Barnes Lane occupies a highly sustainable location. On this basis, it is concluded **that Test 2 is fully met.**

Test 3: Need (Para 155)

- 2.24. The Council's most recent Five-Year Housing Land Supply Statement (published May 2025) details that it can demonstrate a five-year housing land supply of 5.32 years. However, from July 2026 the Council will be required to apply a 20% buffer to its housing requirement, in accordance with Paragraph 78 (C) of the NPPF. Furthermore, from November 2026 the housing requirement for the purpose of calculating the housing land supply will need to be based on the minimum local housing need (LHN) derived from the standard method. It is therefore expected that the housing land supply for Northeast Derbyshire will significantly deteriorate and there will be a significant unmet need.
- 2.25. Our representations on 'Development Needs' note that, although the statutory Duty to Cooperate has been removed, national policy continues to require local planning authorities to engage in effective and ongoing joint working to plan positively and address strategic cross-boundary matters, including meeting housing and other development needs. Our representations also highlight that it is likely that neighbouring authorities will be unable to meet their full housing requirements, resulting in a degree of unmet need that could place additional pressure on North East Derbyshire to identify further suitable and deliverable sites. At present, it remains unclear what specific work

the Council has undertaken to demonstrate joint-working with other authorities in the HMA or to assess the scale and implications of any unmet need arising from adjoining authorities.

- 2.26. It is also pertinent to note that on a more local scale, the Housing Needs Assessment (2024), identifies that Dronfield has particularly high house prices in comparison to other settlements in the district. The Assessment also states that Dronfield has the strongest demand for housing. It further concludes that Dronfield has the highest requirement for rented affordable housing, alongside a significant need for affordable home ownership. As previously emphasised, additional housing land must be identified in Dronfield to minimise housing affordability issues and to support economic growth; as such, lower performing Green Belt land will need to be considered and released due to the stark lack of deliverable brownfield land.
- 2.27. Taking together with the requirement for the Council to identify a sufficient supply of deliverable sites to meet housing needs over the proposed 20-year plan period, the evidence clearly highlights a demonstrable and recognised unmet need within North East Derbyshire, and Dronfield in particular. On this basis, the Site would make an important contribution towards addressing this deficit and accordingly **Test 3 is passed.**

Test 4: Green Belt Purposes A, B and D

Purpose A- To check the unrestricted sprawl of large built-up areas

- 2.28. As regards to Purpose A, it is considered that development of the Site would not result in an unrestricted or incongruous extension of the built-up area of Dronfield. The Site is already visually and physically well connected to the existing settlement.
- 2.29. The Eastern boundary of the Site is clearly defined by Barnes Lane, and the northeastern boundary is bound by Barnes Farm and associated caravan storage. To the west, the Site is bound by residential dwellings and associated development, and to the south the Site is enclosed by housing along Longcroft Road. Taken together, these features provide a strong and defensible boundary that clearly distinguishes the Site from the more open parts of the Green Belt beyond.
- 2.30. In addition to these established boundary features, the topography of the land to the north of the Site provides additional visual containment. While the Site sits within the wider parcel of land between Dronfield and Sheffield, this gap is already characterised by a number of built and landscape features including (but not limited to) sporadic housing, agricultural buildings, local roads and topographical variations. Therefore, the

gap between Sheffield and Dronfield urban areas does not function as a wholly open or undeveloped expanse of Green Belt.

2.31. The evidence clearly demonstrates that the Site has a much stronger relationship with the urban edge of Dronfield Woodhouse than with the wider Green Belt. Its development would represent a logical extension of the settlement as opposed to an outward, unrestricted sprawl into open countryside.

2.32. The development of the Site would be sensitive and landscape-led, comprising extensive planting to reinforce the defensible boundaries. Owing to the above, it is considered that the Site does not make a strong contribution to Purpose A.

Purpose B- To prevent Neighbouring Towns from merging into one another

2.33. The Site forms a modest, well-defined parcel of land that directly adjoins the existing urban area of Dronfield Woodhouse. It represents only a very small proportion of the wider Green Belt separating Dronfield and Sheffield and does not comprise a section of the more strategic open land that contributes to the physical separation of the two settlements.

2.34. A substantial area of the Green Belt would still exist between the Site and the southern boundary of Sheffield if the Site were to be released from the Green Belt. Further, this intervening land is characterised by changing topography, including two ridges north of the Site, which provide strong visual and physical separation. Additional features, such as sporadic agricultural buildings, hedgerows, and woodlands further reinforce the perception of a wide, rural gap.

2.35. It is also pertinent to note that existing development at the northeastern edge of Dronfield is already located closer to the southern edge of Sheffield than the Site. As such, the development of the Site would not redefine the pattern of built-form nor would it significantly diminish the current level of separation between the two settlements.

2.36. A landscape-led scheme incorporating planting and screening along the northern boundary of the Site would ensure that built form remains visually contained and would strengthen the perception of the Green Belt gap rather than eroding it.

2.37. Consequently, development at Barnes Lane would result in only a negligible change to the overall distance between Dronfield and Sheffield. The fundamental physical and visual separation between the two urban areas would remain intact, and the development would not contribute to the merging of neighbouring towns. On this basis, the Site does not make a strong contribution to purpose B.

Purpose D- To preserve the setting and special character of historic towns

- 2.38. The Site does not make a contribution to the setting or special character of any historic town. As such the Site does not make a strong contribution to Purpose D.
- 2.39. Overall, the Site clearly does not make a strong contribution to any of Purposes A, B, or D of the Green Belt and, as such, **test 4 is passed.**

Test 5: Wider Green Belt Tests (Para 155)

- 2.40. Development of the Site at Barnes Lane, would not fundamentally undermine the purposes of the remaining areas of South and West Yorkshire Green Belt in North East Derbyshire.
- 2.41. The new Green Belt boundary will follow established features on the ground, with a strong and defensible boundary created. There is insufficient brownfield land available within North East Derbyshire to meet development needs; as such, and by the Council's own admission, lower performing Green Belt land in sustainable locations will need to be released in order to meet the district's housing needs. **On this basis, Test 5 is passed.**

3. Harm to the Openness of the Green Belt

- 3.1. This section assesses the extent to which the removal of the Site from the Green Belt, and the introduction of the proposed development, would impact the openness of the Green Belt. In doing so, the assessment considers both the spatial and visual dimensions of openness, alongside the anticipated intensity and nature of activity likely to be generated by the development, measured against the existing baseline conditions.
- 3.2. In accordance with paragraph 155 (a) of the NPPF (2024), the assessment concludes on whether the proposed development would fundamentally undermine the purposes of the remaining Green Belt when taken together. This overall judgement is set out in Section 2 of this report and takes full account of the proposed mitigation measures, including the redefinition of the Green Belt boundary and delivery of landscape and boundary treatments designed to safeguard long-term openness.
- 3.3. Green Belt policy is detailed in Chapter 13 of the NPPF (2024) which confirms that the essential characteristics of Green Belts are their openness and permanence. Additional guidance on assessing openness is provided in the Planning Practice Guidance (PPG), paragraph 013 reference ID: 4-013-20250225. This guidance clarifies that the assessment of openness is not fixed but instead requires a case-by-case planning judgement, having regard to the specific circumstances of each proposal. The PPG, informed by relevant case law, identifies a number of considerations that may be relevant when assessing the impact of development on openness. These include but are not limited to:
 - The spatial and visual aspects of openness, including the massing and volume of development
 - The duration of development, and its remediability to return to its original state or to an equivalent state of openness
 - The degree of activity likely to be generated, such as traffic generation
- 3.4. The assessment of the spatial aspects of openness in relation to the Site is informed by a number of key factors. These include the Site's relationship to the existing settlement edge, the presence of strong, defensible physical features capable of forming a revised Green Belt boundary, and the extent to which development would be perceived as logical and as a contained extension to built-form, rather than an encroachment into open countryside.

- 3.5. The removal of the Site from the Green Belt would have an inevitable impact on the spatial aspect of Green Belt openness, however the proposal would:
- a. Cover a very small proportion of North East Derbyshire's Green Belt
 - b. Be physically well-related and connected to the existing settlement edge
 - c. Comprise a logical extension of Dronfield Woodhouse that is considerate of existing densities and massing
 - d. Include areas of undeveloped land as public open space, incorporating existing planting and enhancing green infrastructure; and
 - e. The new Green Belt boundaries would follow existing physical features on the ground, including Barnes Lane along the eastern boundary, Barnes Farm and associated caravan storage to the northeast and residential dwellings and associated development along the western boundary. These boundaries would be further strengthened through additional planting.
- 3.6. The visual openness of the Green Belt considers the visual links of a Site or areas such as a Green Belt parcel to the wider Green Belt, intervisibility between settlements, and potential impacts on wider ranging views across the Green Belt.
- 3.7. Due to the Sites contained nature, it has very limited visual links to the wider Green Belt. The existing physical features on the ground along Site's boundaries, including Barnes Lane and Barnes Farm, as well as the rising landform to the north collectively minimise visibility from more distant locations. From within the wider Green Belt, the Site does not form part of any long-range open views, nor does it function as a visually prominent landscape feature. The Site is therefore largely visually enclosed, framed by surrounding physical features and the existing settlement adjacent to its southern boundary, meaning its contribution to perceived openness is already limited.
- 3.8. Development of the Site would include extensive planting and open space, particularly in the north of the Site, to create a significant buffer and further strengthen the defensible boundary from the surrounding Green Belt.
- 3.9. The sense of visual openness associated within the wider Green Belt landscape would remain materially unchanged with the Site developed and removed from the designation.
- 3.10. This assessment recognises the Site's highly contained and clearly defined boundaries as well as its strong physical relationship with the existing settlement edge. The



presence of residential development directly to the west and south, as well as Barnes Lane and Barnes Farm to the north and northeast, means that development on the Site would not contribute to unrestricted sprawl or the merging of settlements (Purposes A and B).

4. Golden Rules Statement

4.1. Paragraph 156 of the NPPF 2024 states;

“Where major development involving the provision of housing is proposed on land released from the Green Belt through plan preparation or review, or on sites in the Green Belt subject to a planning application, the following contributions (‘Golden Rules’) should be made:

a. affordable housing which reflects either: (i) development plan policies produced in accordance with paragraphs 67-68 of this Framework; or (ii) until such policies are in place, the policy set out in paragraph 157 below;

b. necessary improvements to local or national infrastructure; and

c. the provision of new, or improvements to existing, green spaces that are accessible to the public. New residents should be able to access good quality green spaces within a short walk of their home, whether through onsite provision or through access to offsite spaces”.

4.2. Paragraph 157 goes on to state;

“Before development plan policies for affordable housing are updated in line with paragraphs 67-68 of this Framework, the affordable housing contribution required to satisfy the Golden Rules is 15 percentage points above the highest existing affordable housing requirement which would otherwise apply to the development, subject to a cap of 50%”

4.3. The below therefore considers the proposed development against each of these rules.

Table 1: Golden Rules Assessment

Rule	Pass/Fail	Commentary
Provision of affordable housing		In accordance with the Golden Rules, the proposed development would deliver 15 percentage points above the existing affordable housing requirement. This would make a meaningful contribution towards meeting the demonstrable and recognised for affordable homes in Dronfield.

The provision of Infrastructure		The development would include improvements to infrastructure at a local scale. For completeness this is likely to include: • Space for recreation and play • Improving connections into the existing PRow • Green Infrastructure links • Pedestrian and cycle connections throughout the Site and to the wider area • Offsite highways improvements • Contributions to other infrastructure such as for health and education
Accessible Greenspace		It is proposed that public open space will be provided as part of the development. This will be accessible to new and existing residents. The proposed development would also include and strongly promote active travel corridors.

5. Recent Appeals and Decisions

- 5.1. The approach to identifying grey belt and establishing whether a proposed development is inappropriate or not has been clarified on a range of schemes since publication of the revised NPPF. Some recent decisions are summarised below:

Land at Boscobel Lane, Bishops Wood (APP/C3430/W/25/3363067)

- 5.2. This outline application for up to 100 dwellings was dismissed at appeal in November 2025. Notably both parties agreed that the Site did not make a strong contribution to the purposes of the Green Belt, however, the Inspector argued that the grey belt designation “excludes land where the application of policies relating to these areas in footnote seven [of the NPPF] would provide a strong reason for refusing or restricting development.”
- 5.3. The Inspector interpreted this exclusion in a highly restrictive manner holding that, when applying the footnote 7 exclusion no regard should be had to the nature of the actual development proposed, and that the assessment should relate solely to the characteristics of the land itself. Thus, notwithstanding the agreement between parties that heritage considerations did not represent a reason for refusal and that the eastern part of the Site was excluded from development in order to avoid harm to the setting of a Grade II listed church, the Inspector concluded that this constraint amounted to a restriction on development. This interpretation was central to the conclusion that the site could not qualify as grey belt.
- 5.4. A consent order was subsequently submitted to the High Court, which has since been approved and resulted in the quashing of the Inspector’s reasoning and remittal of the appeal for consideration. This provides great clarity and confirms that footnote 7 cannot be applied in a manner that sidesteps the required assessment of the actual proposal.

Billericay, Basildon (24/00762/OUT)

- 5.5. This outline application for 250 homes was approved following recommendation for approval from the officer. Despite Basildon having a strong record of opposition to Green Belt release, the Council concluded that the proposals would not fundamentally undermine the purposes of the Green Belt and that the Site is grey belt. The pressing need for housing and the proposals compliance with the Golden Rules also informed the approval of this application. Overall, it was considered that the benefits of this scheme clearly outweigh any potential harm to the Green Belt.

Daws Heath, Castle Point (APP/M1520/W/24/3351658)

- 5.6. This outline application for up to 173 dwellings was allowed by the Inspector at appeal in November 2025. The Inspector's report detailed that development of the site would not undermine the wider Green Belt, that there was a demonstrable unmet housing need, that the location was sustainable, and that the scheme met the Golden Rules. Further, the Inspector concluded that the Site does not make a strong contribution to Green Belt purposes a, b or d, and that it meets the definition of grey belt. The proposal was not considered inappropriate development in the Green Belt under paragraph 155 of the NPPF.
- 5.7. Concerns raised regarding ecology, highways, and infrastructure were addressed via condition and planning obligations secured through the Section 106 agreement.

Land at Cooters End Lane, Harpenden, Hertfordshire (5/2023/0327)

- 5.8. The outline application for 550 dwellings at Cooters End Lane, Harpenden, Hertfordshire was approved at planning committee in February 2025. The site is located within the Green Belt that sits between Harpenden Town and Luton. However, following detailed assessment, officers concluded that the land did not make a strong contribution to Green Belt purposes (a), (b), or (D), and as such was categorised as grey belt land.
- 5.9. Positive weight was attached to the proposed landscape-led approach, including extensive planting and the provision of open space which was considered to provide a strong, well-defined, and defensible boundary. Officers further noted that the site represents only a small proportion of the Green Belt within the District and that its development would have a very limited and localised impact. It was concluded that the proposal would not undermine the Green Belt purposes when considered cumulatively across the wider plan area.
- 5.10. Overall, officers determined that the development constituted appropriate development within the Green Belt by virtue of its use of grey belt land and compliance with tests set out in paragraphs 155 to 159 of the NPPF. The Officer's report therefore recommended approval, which was endorsed by a majority of Members at committee.
- 5.11. Recent appeal and planning application decision outcomes provide useful information on the implementation of grey belt policy and the weight afforded to the Green Belt tests and Golden Rules. Across recent cases, Inspectors and local authorities have consistently recognised that sites making only a weak contribution to Green Belt purposes can be treated as grey belt where the proposal complies with the Golden Rules, particularly in areas with a demonstrable housing need. The High Court's



quashing of Bishops Wood confirms that footnote 7 must be applied regarding the actual proposal, rather than through a restrictive assessment of the land alone. Overall, a well-designed and landscape-led scheme on grey belt land can be acceptable where constraints are appropriately mitigated and the wider benefits demonstrably outweigh any limited Green Belt harm.

6. Conclusion

- 6.1. This Grey Belt and Golden Rules Statement has been prepared by Marrons on behalf of Boningale Developments Limited and supports the promotion of residential development of the Land at Barnes Lane, Dronfield.
- 6.2. Revisions to national planning policy have significantly altered the approach to Green Belt. These reforms included a clear mandate for local planning authorities to review Green Belt boundaries where appropriate and the formal introduction of grey belt land.
- 6.3. The new standard methodology of calculating housing need has resulted in a significant increase in the housing requirements for North East Derbyshire and surrounding authorities. From July 2026, North East will be required to apply a 20% buffer to its housing requirement, and from November 2026 the housing requirement will be based on the minimum local housing need derived from the standard method. It is therefore expected that Northeast Derbyshire's housing land supply will significantly deteriorate and there will be a significant unmet need. The Council will therefore need to identify an increased number of deliverable sites to meet increased housing targets.
- 6.4. It is recognised that Dronfield is the most sustainable settlement in North East Derbyshire; however, it has the lowest housing land supply owing to a lack of deliverable brownfield sites capable of meeting the substantially increased housing need. As such, the release of lower performing Green Belt around Dronfield (a highly sustainable settlement) is required in order to sustainably meet housing needs in full and to address affordability issues present within the area.
- 6.5. As regards the Land at Barnes Lane, Dronfield, this report concludes that the Site meets the definition of grey belt land. There is a demonstrable and pressing need for development within the district, and the Site represents a highly sustainable, well-connected, and logical location to accommodate much-needed growth. The Site is capable of delivering all necessary mitigation measures and planning contributions, including full compliance with the 'Golden Rules' set out in national policy.
- 6.6. Taken together, it is considered that the Site would support the Council in meeting its housing needs, comprise sustainable development, and would reinforce the long-term defensibility of the revised Green Belt boundaries. As such, this Site should be allocated as part of the emerging local plan in response to both local and strategic level growth pressures.



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