Ashfield
DISTRICT COUNCIL

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REBUTTAL
OF STATEMENT BY COUNCILLOR RELF

HIGHWAYS MATTERS

ON BEHALF OF THE APPELLANT, HALLAM LAND MANAGEMENT

LAND AT JUNCTION OF NEWARK ROAD, COXMOOR ROAD, SUTTON IN ASHFIELD, NOTTINGHAMSHIRE

PINS REF: APP/W3005/W/24/3350529
LPA REF: V/2022/0629

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APPENDICES

1.0 INTRODUCTION

1.1 This Rebuttal is by David Cummins and addresses the Statement by Councillor Relf [CD16.14].

2.0 PUBLIC TRANSPORT

2.1 Councillor Relf states that because of the changed bus route, and the walking distance to the Sutton Parkway train station, "*all households on the proposed development would almost certainly be entirely reliant upon car transport to reach all services.*"

2.2 That statement ignores that residents would be able to walk and cycle to the very many services that are within walking and cycling distance of the development. Section 6 of my Evidence explains the many locations within cycling distance. Section 5 of my Evidence explains the many locations within walking distance. As just one example, paragraphs 5.17 to 5.20 explain one of the walking routes, to the Sutton Parkway station. The route shown would be a 1.4km walk from the site, and the services passed on that journey include the Premier convenience store, Station Park industrial estate, and West Notts College Construction. The paragraphs also explain how the good pedestrian network also provides onwards access to the adjacent large employment areas east of Low Moor Road, and around Penny Emma Way and Oddicroft Lane. A walk to the station would also pass the Automated Distribution and Manufacturing Centre that was granted planning consent on 31 July 2024 (V/2024/0127) and will be on the greenfield land directly opposite the station on the eastern side of Low Moor Road.

2.3 There are other walking routes besides the one shown in Figure 4 of my Evidence. For example, the route shown below in **Figure 1** is 1.86km from the southern part of the site via Harby Avenue, Sotheby Avenue, Farndon Road, Kirby Folly Road, and Low Moor Road. All the residents would be within a 2km walking distance of the Sutton Parkway station.

Figure 1: 1.86km walking distance from the station to the southern part of the site

2.4 Councillor Relf also ignores the Appellant's £220,000 contribution to bus services that will ensure that the development is appropriately served by buses, explained in Section 8 of my Evidence. Section 7 of my Evidence explains the train services, which will be attractive for journeys to higher order services in places such as Nottingham. Residents can access the train station by walking or cycling, by car, car share, or kiss-and-ride.

2.5 It is not true that new residents would be entirely reliant upon car transport to reach all services.

3.0 IMPACT UPON EXISTING JUNCTIONS

3.1 Councillor Relf comments on the performance of the Newark Road/Searby Road junction and its interaction with the proposed development access on Newark Road. He also comments on the queueing that occurs due to the closure of the level crossing on Newark Road.

3.2 The Newark Road/Searby Road junction has been studied throughout the assessment process. It was analysed in the 2017 application, as reported in the Consolidated Transport Assessment [CD1.22, paras 7.96 to 7.100]; an extract is in **Appendix A**. It was also addressed in the Transport Assessment [CD1.29, paras 7.78 to 7.81] and an extract is in **Appendix B**.

3.3 In the 2027 With Development scenario the T-junction would operate at 41% of its capacity. The right turn from Searby Road would experience a maximum queue of less than one vehicle, and a delay of 40 seconds, up from 31 seconds without the development. That reflects my observations on site and the junction was not raised as a concern by Nottinghamshire County Council in all their vetting of the applications.

3.4 Those delay figures result from modelling the junction in isolation. In reality, the flow of traffic through the junction will be influenced by neighbouring junctions. In this case that includes the proposed signal controlled access junction on Newark Road to the east. The signal control will release traffic in platoons, creating gaps in the traffic passing Searby Road. There will be ample opportunity for vehicles to pull out from Searby Road, queues and delays will be reasonable, and mitigation is not necessary.

3.5 The signal controlled development access junction was designed and modelled in detail during the application. The eastbound approach to the junction was designed with a 57m long right turn lane into the site. The separate ahead lane has a length of 148m from the stop line to the Searby Road junction. Together that provides storage space for 36 vehicles. Modelling of the junction was presented during the application in an Access Technical Note [CD1.21]. In the worst case 2032 With Development scenario, the Mean Max Queue on Newark Road, queueing back from the junction, would be 12.2 vehicles in the morning peak hour, and 26.6 vehicles in the evening peak hour (**Appendix C**[1]). Thus, the queues would not extend back across Searby Road. Despite that, to allay concerns, a yellow box marking is proposed on Newark Road so that exits from Searby Road would not be blocked.

3.6 The Sutton Junction level crossing has also been assessed comprehensively over the course of the 2017 and 2022 planning applications. Section 11 of my Evidence provides the details. Councillor Relf's assertions about the crossing and the way it operates is inaccurate. Nevertheless, it is an existing situation and, as explained in my Evidence, what is relevant is how the development will impact on that existing situation.

[1] CD1.21, page 21 (network), page 39 2032 With Devel AM peak hour, page 45 2032 With Devel PM peak hour

3.7 As I explain in Section 15 of my evidence, the development traffic added to the road network will be managed by an agreed set of interventions and around the level crossing there would not be an unacceptable impact on highway safety. The residual impact, after the changes to the road network, would not be severe. The change to queueing at the level crossing would be minimal.

3.8 That is not only my opinion, it is also the view of the independent regulator, which is the local highway authority, Nottinghamshire County Council. As Ashfield District Council no longer object to the development, it is also their opinion.

4.0 VISIBILITY FROM SEARBY ROAD

4.1 Councillor Relf suggests that drivers emerging from Searby Road and looking right will have insufficient visibility and thus it would be dangerous. That is incorrect, because his driver's view is incorrectly positioned in his photographs.

4.2 In **Appendix D** is a new drawing produced for this Rebuttal to illustrate the visibility splays – **Drawing ADC1580-DR-016-P01**. The give-way position on Searby Road's approach to Newark Road is setback 2.4m from the edge of the cycle lane. A 43m visibility splay is shown to the edge of the cycle track, which is the recommended stopping sight distance for speeds of 30mph. Of course, westbound cyclist will be travelling much less than 30mph, but nevertheless the splay is a worst case. The splay would be wholly within the public highway, and unobstructed. Drivers at that location would be able to see cyclists, pedestrians, and vehicles travelling along Newark Road.

4.3 An additional splay has been added to the drawing, of 2.4m x 58m, to the tangent of the carriageway edge. The achievable visibility carries on beyond that point and is slightly over 150m in length. It reaches the signal controlled access. That is because Newark Road bends away from Searby Road, increasing the visibility distances. Vehicles, and cyclists, are visible over much more than 43m (**Figure 2**).

Figure 2: visibility looking right from Searby Road

4.4 The design of the cycle track complies with standard layouts set out in Local Transport Note 1/20 (LTN1/20). As an example, there are a string of such side road crossings along Castle Boulevard in Nottingham (**Figure 3**)[2].

Figure 3: example of a cycle track across a side road on Castle Boulevard in Nottingham

4.5 Contrary to Councillor Relf's conclusion, the existing junction will remain safe and suitable. There would be adequate visibility, and the waiting times are not severely impacted by the development.

5.0 CONCLUSIONS

5.1 All the comments made by Councillor Relf have been examined and addressed through the planning application. The comments do not alter the evidence, that the development should not be prevented on highways grounds.

[2] https://www.google.com/maps/place/52%C2%B056'52.5%22N+1%C2%B009'25.4%22W

APPENDIX A

EXTRACT FROM CD1.22

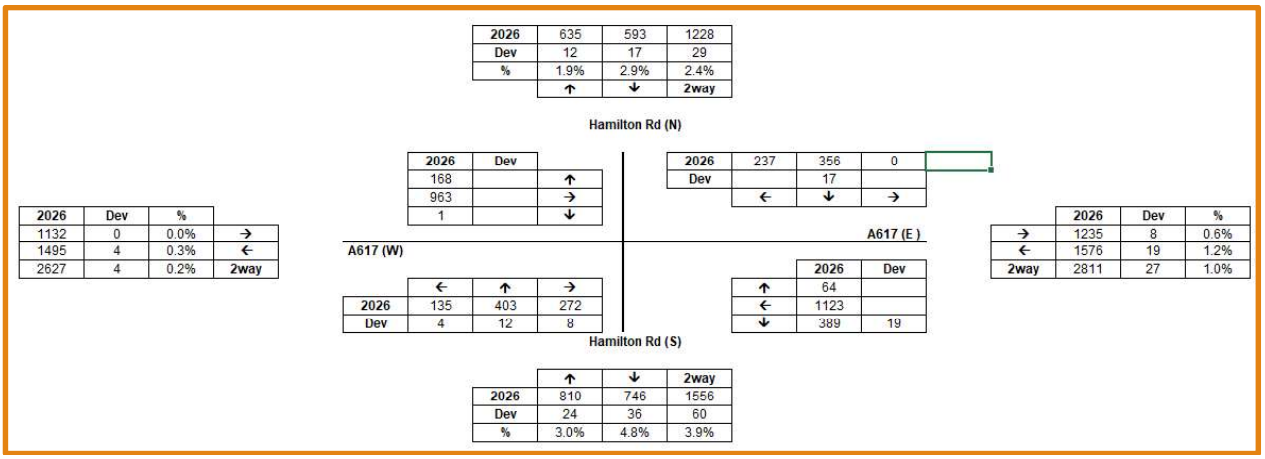


Figure 24: Junction 13 – PM peak hour

Newark Road/Searby Road T-junction

7.96 During the public consultation, local residents stated that they currently experience long delays when trying to exit Searby Road, and raised concerns that this would be exacerbated with the additional development traffic passing the junction on Newark Road. Residents therefore asked whether the junction could be improved with traffic signal controls.

7.97 A PICADY assessment was therefore undertaken within the original Transport Assessment to demonstrate how the junction operated in 2017, and how it would operate in 2027 both without and with the development in place. The PICADY results are summarised in the table below and the output is contained in **Appendix X.**

	peak		Searby Rd (left turn)	Searby Rd (right turn)	Newark Rd (W) (ahead and right turn)
2017 base	AM	RFC	12%	24%	6%
		max queue (veh)	0.13	0.31	0.09
		max delay (secs)	9.01	20.47	4.77
	PM	RFC	5%	22%	14%
		max queue (veh)	0.06	0.28	0.35
		max delay (secs)	8.60	20.46	4.08
2027 background	AM	RFC	1%	36%	8%
		max queue (veh)	0.01	0.54	0.14
		max delay (secs)	9.38	31.31	4.60
	PM	RFC	7%	33%	20%
		max queue (veh)	0.07	0.49	0.70
		max delay (secs)	9.71	31.49	3.94
2027 with development	AM	RFC	17%	41%	8%
		max queue (veh)	0.20	0.68	0.16
		max delay (secs)	12.02	39.63	4.59
	PM	RFC	7%	38%	22%
		max queue (veh)	0.08	0.58	0.83
		max delay (secs)	10.27	37.92	3.86

7.98 The original Transport Assessment concluded that the junction operated well below the 85% RFC in 2017, and will continue to do so in 2027. In both peak hours, there are delays of approximately

20 seconds for vehicles waiting to turn right from Searby Road, which will increase to 31 seconds by 2027, and to approximately 40 seconds in 2027 with the development in place. In all cases, the queue is less than one vehicle. The introduction of traffic signal controls, with a 90 second cycle time, would therefore not assist and are not required.

7.99 Furthermore, with the proposed improvements at the Newark Road/Kirkby Folly Road mini-roundabout to the west of the junction, and the proposed improvements at the Coxmoor Road/Newark Road/Cauldwell junction to the east, together with the proposed site access junction, queueing on Newark Road passed the Searby Road junction should reduce and be better controlled with standardised delays. Also, the traffic signals would result in platooning of traffic along Newark Road, and thus increase the gaps in the traffic for vehicles to turn out of Searby Road. The effects of this cannot be modelling in PICADY, but it means that the delay would be lower than recorded above.

7.100 Nevertheless, in order to improve the operation of the junction, it is proposed to install yellow hatched box markings across the junction on Newark Road. This will ensure that any vehicles queuing on Newark Road (for example when the level crossing is down) will not block the junction, and will allow vehicles to enter and exit Newark Road more easily. This is shown in **Drawing ADC1580/003 P10 and Drawing ADC1580/006 P2** contained in the drawings folder at the end of this report.

Sutton Junction level crossing on Newark Road

7.101 At the public consultation, local residents highlighted that the barriers at the Sutton Junction level crossing on Newark Road come down "a long time" in advance of a train approaching, and that this causes "significant queuing and delay" on Newark Road and Kirkby Folly Road. Local residents raised concerns that the congestion and delay would be exacerbated with the additional development traffic, and asked if alterations could be made to the level crossing timings as part of the development to mitigate this.

7.102 Therefore, to factually evidence and understand how the level crossing operates, it was surveyed between 7am-7pm on Thursday 26 June 2017. The survey recorded the time the barriers came down, the time the train arrived at and then cleared the crossing, and the time the barriers were raised. From this information, it was possible to determine how long the barriers were down before the train arrived, how long it took for the train to clear the crossing, and how long it took for the barriers to be raised again. The results are contained in **Appendix Y.**

7.103 On average, the barriers were lowered four times per hour. On average, the barriers were lowered 2 minutes and 51 seconds prior to the train arriving at the crossing. The train then took an average of 3 seconds to clear the crossing, and the barriers were raised on average 10 seconds after the train had cleared the crossing. The average total delay was therefore 3 minutes and 4 seconds.

7.104 The shortest time between the barriers closing and reopening was 1 minute and 48 seconds, whilst the longest time was 4 minutes and 49 seconds. The average delay was broadly similar for northbound and southbound trains (3 minutes and 13 seconds for northbound trains, and 2 minutes and 54 seconds for southbound trains).

7.105 It is therefore accepted that the level crossing introduces delay, and thus reduces the capacity of the road network. The trains pass through the crossing quickly, and the barriers are raised shortly afterwards. The main issue is therefore the length of time that the barriers are lowered in advance of the train arriving, as noted by the residents.

APPENDIX B

EXTRACT FROM CD1.29

and 0.6% PRC and a total delay of 58.59 PCUhrs in the evening peak hour. With the development in place the PRC reduces to 8.3% in the morning peak hour and the total delay increases by 0.93 PCUhrs to 47.47 PCUhrs. In the evening peak the PRC reduces by 0.6% to 0.0% (90% of capacity) whilst the total delay increases by 0.77 PCUhrs to 59.36 PCUhrs. This is not a severe impact. Therefore, no mitigation measures are required as a result of the development.

Newark Road/Searby Road T-junction

7.78 The previous transport work included an assessment of the Newark Road/Searby Road T-junction, as local residents had stated that they experience long delays when trying to exit Searby Road and raised concerns that this would be exacerbated with the additional development traffic passing the junction on Newark Road. Residents had therefore asked whether the junction could be improved with traffic signal controls.

7.79 The original Transport Assessment concluded that the junction operated well below the 85% RFC in 2017 and would continue to do so in 2027. In both peak hours, there were delays of approximately 20 seconds for vehicles waiting to turn right from Searby Road, which were predicted to increase to 31 seconds by 2027, and to approximately 40 seconds in 2027 with the development in place. In all cases, the queue was less than one vehicle. It was therefore concluded that the introduction of traffic signal controls, with a 90 second cycle time, would therefore not assist and are not required. Revised assessments have not been undertaken, on the basis that the conclusion would not change.

7.80 Furthermore, with the proposed improvements at the Newark Road/Kirkby Folly Road mini-roundabout to the west of the junction, and the proposed improvements at the Coxmoor Road/Newark Road/Cauldwell junction to the east, together with the proposed site access junction, it is concluded that queueing on Newark Road past the Searby Road junction should reduce and be better controlled with standardised delays. Also, the traffic signals would result in platooning of traffic along Newark Road, and thus increase the gaps in the traffic for vehicles to turn out of Searby Road. The effects of this cannot be modelling in PICADY, but it means that the delay would be lower than recorded above.

7.81 Nevertheless, in order to improve the operation of the junction, it is proposed to install yellow hatched box markings across the junction on Newark Road. This will ensure that any vehicles queuing on Newark Road (for example when the level crossing is down) will not block the junction and will allow vehicles to enter and exit Newark Road more easily. This is shown in **Drawing ADC1580/003 P12 and Drawing ADC1580/006 P3.** This mitigation is the same as that presented in the original transport work, and considered acceptable to NCC.

Sutton Junction level crossing on Newark Road

7.82 Previously, local residents highlighted that the barriers at the Sutton Junction level crossing on Newark Road come down “a long time” in advance of a train approaching, and that this causes “significant queuing and delay” on Newark Road and Kirkby Folly Road. Local residents raised concerns that the congestion and delay would be exacerbated with the additional development traffic, and asked if alterations could be made to the level crossing timings as part of the development to mitigate this.

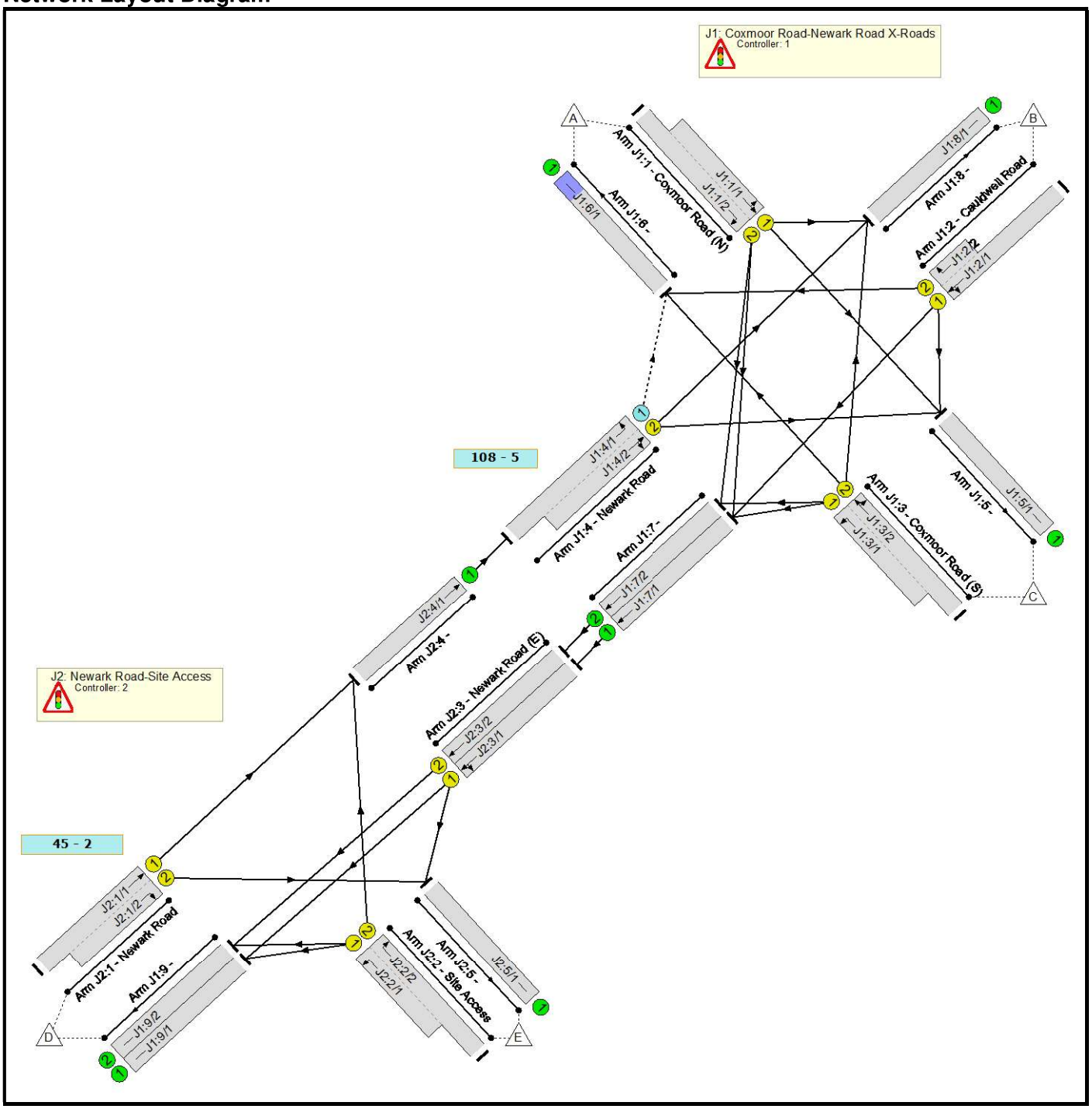
7.83 Therefore, as part of the previous Transport Assessment, to factually evidence and understand how the level crossing operates, it was surveyed between 7am-7pm on Thursday 26 June 2017. The survey recorded the time the barriers came down, the time the train arrived at and then cleared the crossing, and the time the barriers were raised. From this information, it was possible

APPENDIX C

EXTRACT FROM CD1.21

Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

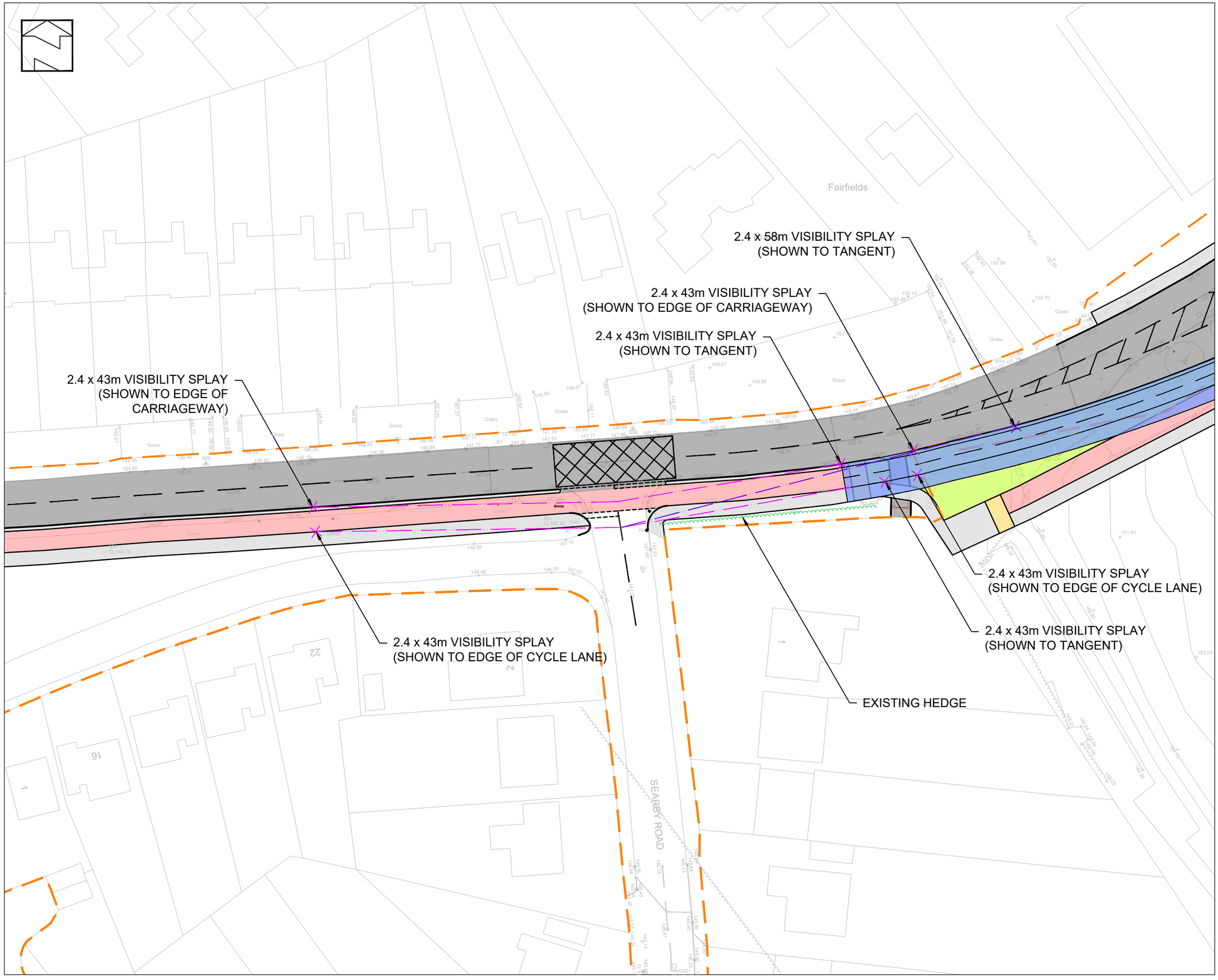
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Coxmoor Road/Newark Road/Cauldwell Road - Mitigation Option 2	**-**	**-**	**22**	**594**	**0**	**19.2**	**17.6**	**0.0**	**36.8**	**-**	**-**	**-**	**-**
J1: Coxmoor Road-Newark Road X-Roads	**-**	**-**	**22**	**594**	**0**	**14.9**	**15.4**	**0.0**	**30.3**	**-**	**-**	**-**	**-**
1/2+1/1	875	875	-	-	-	6.0	6.7	-	12.7 (9.6+3.1)	52.3 (54.1:47.4)	15.8	6.7	22.5
2/1+2/2	22	22	-	-	-	0.2	0.1	-	0.3 (0.2+0.1)	48.3 (48.3:48.3)	0.3	0.1	0.3
3/2+3/1	662	662	-	-	-	5.1	5.0	-	10.1 (6.9+3.3)	55.1 (61.4:45.4)	9.8	5.0	14.8
4/1+4/2	843	843	22	594	0	2.4	1.9	-	4.3 (1.8+2.4)	18.3 (10.8:38.6)	5.4	1.9	7.2
5/1	459	459	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1025	1025	-	-	-	1.1	1.8	-	2.9	10.3	15.1	1.8	17.0
7/1	472	472	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	438	438	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	8	8	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	469	469	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	466	466	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Newark Road-Site Access	**-**	**-**	**0**	**0**	**0**	**4.2**	**2.2**	**0.0**	**6.4**	**-**	**-**	**-**	**-**
1/1+1/2	778	778	-	-	-	2.3	0.8	-	3.1 (2.9+0.2)	14.5 (13.8:41.6)	11.4	0.8	12.2
2/2+2/1	140	140	-	-	-	1.5	0.5	-	2.0 (1.2+0.8)	51.1 (51.3:50.7)	2.0	0.5	2.5
3/1	472	472	-	-	-	0.2	0.3	-	0.4	3.4	1.7	0.3	1.9
3/2	438	438	-	-	-	0.2	0.2	-	0.5	3.9	1.8	0.2	2.0
4/1	843	843	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
5/1	50	50	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Coxmoor Road/Newark Road/Cauldwell Road - Mitigation Option 2	**-**	**-**	**17**	**738**	**0**	**25.1**	**24.3**	**0.0**	**49.4**	**-**	**-**	**-**	**-**
J1: Coxmoor Road-Newark Road X-Roads	**-**	**-**	**17**	**738**	**0**	**18.7**	**21.1**	**0.0**	**39.8**	**-**	**-**	**-**	**-**
1/2+1/1	1012	1012	-	-	-	7.9	7.8	-	15.7 (10.6+5.1)	56.0 (57.5:53.2)	24.5	7.8	32.3
2/1+2/2	20	20	-	-	-	0.3	0.1	-	0.4 (0.2+0.2)	66.3 (66.3:66.3)	0.3	0.1	0.4
3/2+3/1	631	631	-	-	-	6.7	5.1	-	11.8 (7.9+3.8)	67.1 (75.7:54.3)	12.3	5.1	17.4
4/1+4/2	1013	1013	17	738	0	2.8	4.7	-	7.5 (3.7+3.8)	26.5 (17.6:52.6)	8.5	4.7	13.1
5/1	585	585	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1140	1140	-	-	-	1.0	3.4	-	4.4	14.0	12.8	3.4	16.2
7/1	498	498	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	426	426	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	27	27	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	427	427	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	435	435	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Newark Road-Site Access	**-**	**-**	**0**	**0**	**0**	**6.4**	**3.2**	**0.0**	**9.6**	**-**	**-**	**-**	**-**
1/1+1/2	1038	1038	-	-	-	4.9	2.1	-	7.0 (6.1+0.9)	24.3 (22.4:61.2)	24.5	2.1	26.6
2/2+2/1	45	45	-	-	-	0.7	0.1	-	0.8 (0.5+0.3)	62.3 (62.4:62.2)	0.8	0.1	1.0
3/1	498	498	-	-	-	0.4	0.3	-	0.6	4.6	3.1	0.3	3.4
3/2	426	426	-	-	-	0.5	0.2	-	0.7	5.7	3.9	0.2	4.1
4/1	1013	1013	-	-	-	0.0	0.5	-	0.5	1.9	0.0	0.5	0.5
5/1	132	132	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

APPENDIX D

DRAWING ADC1580-DR-016-P01



Notes

1. Do not scale this drawing. All dimensions must be checked/ verified on site. If in doubt ask.

2. This drawing is to be read in conjunction with all relevant architects, engineers and specialists drawings and specifications.

3. All dimensions in metres unless noted otherwise. All levels in metres unless noted otherwise.

4. Any discrepancies noted on site are to be reported to the engineer immediately.

Rev	Date	Description	Dr	Rev
P01	02.01.25	First issue	MT	DC

Client:
Hallam Land Management

Project:
Land at Newark Road,
Sutton in Ashfield

Title:
Visibility Assessment
Searby Avenue

ADC INFRASTRUCTURE

Drawn:	Reviewed:
M. Tatler	D. Cummins

Size:	Scale:	Date:
A3	1:500	02.01.2025

Status:
PRELIMINARY ISSUE

Project Reference	Type	Number	Revision
ADC1580-DR-		016	P01