

**TOWN AND COUNTRY PLANNING ACT****HIGHWAY REPORT ON PROPOSALS FOR DEVELOPMENT**

<b>DISTRICT:</b>	Ashfield	Date received	03/10/2017
<b>OFFICER:</b>	Robbie Steel		
<b>PROPOSAL:</b>	Outline application with some matters reserved for a residential development of up to 300 dwellings, new public open space, landscaping, drainage infrastructure and access.	D.C. No.	V/2017/0565(2)
<b>LOCATION:</b>	Land at Newark Road, Sutton in Ashfield, NG17 5LE		
<b>APPLICANT:</b>	Hallam Land Management Limited, Mr Lindley		

These observations arise from a second formal consultation from the Local Planning Authority. Access to the above site has been the subject of lengthy discussion between the Highway Authority and the applicant's Transport Consultants since the first consultation in 2017.

A single point of access was agreed early in the application process, due to the applicant citing topography issues adjacent to Coxmoor Road. To enable this, a 7.3 metre access road was required, with a wide footway/cycleway which will enable access to the site to be maintained should works in the vicinity of the junction take place. The indicative layout is shown on Drawing No. ADC1580-003-P10.

It should be noted that the land required to provide a suitable access arrangement has reduced the available development land and it may be that the residual area may not yield 300 dwellings.

After agreeing matters on distribution and assignment based on the trips generated by the 300 dwellings, a number of junctions have been assessed within the resultant study area, with the following three junctions being deemed to require mitigation, in addition to construction of a traffic signalised site access junction on Newark Road:

**Newark Road / Cauldwell Road / Coxmoor Road - Drawing No. ADC1580-003-P10**

Amendments to the existing traffic signal layout have been proposed to provide additional capacity to accommodate the additional development traffic.

As identified above, this drawing also indicates the site access junction. The significant amendments to highway are to facilitate appropriate forward visibility to the signals from the west.

It is proposed to re-site the existing 30mph speed limit to the east, close to the Coxmoor Road junction, to support this extension to the residential environment.

In addition to a street lighting layout to serve the new access junction, we will require the applicant to review and upgrade the existing street lighting along the site frontage on Newark Road, as it does not currently serve residential purposes and may not be appropriate to serve the proposed development.

### **Coxmoor Road / Hamilton Road – Drawing No. ADC1580-005-P7**

Whilst a traffic signal junction was originally proposed, the junction operation required for capacity purposes was considered unsafe and therefore an amended mini roundabout has been proposed and has been demonstrated to accommodate the additional development traffic.

### **Newark Road / Kirkby Folly Road – Drawing No. ADC1580-004-P8**

Minor widening has been proposed, demonstrated to accommodate the additional development traffic. Whilst such minor works will only theoretically improve matters whilst changing nothing in practice, the ahead movement is not predicted to overspill the 2-lane section on the approach so the left turn will be able to access the give-way line unhindered and get any benefit accruing from the slightly eased entry width and radius.

The Kirkby Folly Road peak queues are still poor, but this is the case both pre and post development flows and it is therefore not considered appropriate for the applicant to address this, as only the additional development traffic is relevant when considering the severity of any detriment.

### **Sustainability**

Suitable pedestrian links have been proposed from the Newark Road site access, linking to existing and improved infrastructure. Links to the west have been shown indicatively on the masterplan. It is recommended that when the details of these links are put forward, they are to an adoptable standard with appropriate lighting to support the sustainability of the site and provide suitable connectivity to the wider highway network.

Due to the distance to the nearest existing bus stops from parts of the development, the internal layout should be designed accommodate a future bus route. In the interim, this should be by means of a looped internal road, but the layout should also allow for any aspiration for a route linking to adjacent parcels of land to the west. Such provision should be included within a Section 106 agreement to ensure this is deliverable.

Furthermore, whilst a single point of access was agreed to serve this particular development, further development of the wider area would benefit from greater connectivity to avoid the issues experienced in mitigating against the highway issues encountered. We would therefore request that a link to Coxmoor Road is safeguarded

within the site, to enable vehicular traffic generated by further, linked development, to disperse more readily.

Due to the intensification in public transport use, specifically considering that residents of the new development will need to be encouraged to use the facilities due to the distance required to access them from parts of the development, the following infrastructure improvements should be provided as part of the development:

- AS0324 Kirkby Folly Road – Real Time Bus Stop Pole & Displays including Associated Electrical Connections and Raised Boarding Kerbs.
- AS0551 Kirkby Folly Road – Real Time Bus Stop Pole & Displays including Associated Electrical Connections and Raised Boarding Kerbs.
- AS0566 Searby Road – Real Time Bus Stop Pole & Displays including Associated Electrical Connections.
- AS0567 Searby Road – Real Time Bus Stop Pole & Displays including Associated Electrical Connections.

### **Travel Plan**

The updated Travel Plan is currently being reviewed. As the application is of an outline nature, this can be conditioned whether the submitted Travel Plan is wholly acceptable or not. The Highway Authority will inform the LPA of the appropriate condition in due course.

**In consideration of the above, the Highway Authority have no objections to the development, subject to the following planning obligations, conditions and informatives:**

### **S106**

- 1) As indicated on Drawing No. ADC1580-003-P10 a 3-metre highway verge is required to be secured to safeguard future improvements. A suitable form of wording is requested, to be included in the Section 106 agreement.
- 2) A vehicular link with an overall highway corridor width of circa 12 metres linking to the adjacent parcel of land should be safeguarded to enable access, in the interests of connectivity and sustainability. The link must extend to the limit of the applicants land.
- 3) A vehicular link with an overall highway corridor width of circa 12 metres linking this development to Coxmoor Road should be safeguarded, in the interests of connectivity, sustainability and to support the highway network accommodating further traffic in this area. The link must extend to the limit of the applicants land.
- 4) A residential travel plan coordinator shall be appointed and thereafter shall be employed or engaged to be responsible for the implementation delivery monitoring and promotion of the sustainable transport initiatives set out in the Travel Plan to be

approved in writing by the District Council and whose details shall be provided and shall continue to be provided thereafter to the District Council.

5) In accordance with the approved Travel Plan monitoring periods, reports shall be submitted for the approval of the District Council that summaries the data collected over the monitoring period and which propose revised initiatives and measures where travel plan targets are not being met including implementation dates and which shall inform the residential Travel Plan and the TRICS database shall be updated in accordance with the Standard Assessment Methodology (SAM) or similar national land use trip rate database to be approved to the satisfaction of the District Council.

6) Prior to the commencement of development, a detailed Travel Plan shall be produced in conjunction with the travel plan coordinators that sets out a timetable to meet final targets with respect the number of vehicles using the site and the adoption of measures to reduce single occupancy car travel consistent with the Framework Travel Plan. The Travel Plans shall be implemented in accordance with the approved timetable and be updated consistent with future site-wide travel initiatives including implementation dates to the satisfaction of the District Council.

7) The Owner(s) shall pay the Travel Plan Monitoring Fee (calculations to be forwarded)

### **Conditions**

1. The development shall be limited to include up to 300 residential dwellings unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that traffic generated by the proposed development is commensurate with the ability for the adjacent highway infrastructure to safely accommodate the additional traffic in a safe and controlled manner, so as not to negatively increase delay and queuing on the wider highway network and in the general interest of highway safety.

2) The reserved matters (for each development phase, if applicable) of the development hereby permitted shall include detailed plans and particulars relating to the following items and shall be implemented in accordance with the phasing plan:

i) A detailed layout plan of the phase (for the avoidance of doubt the submitted Master Plan (EMS2254\_100 Sheet No: 01 Rev: B and the Design & Access Statement are considered to be for indicative purposes only) to include all key dimensions including junction and forward visibility splays and shall be accompanied by a swept path analyses of a 11.6 m refuse vehicle throughout for the residential development;

ii) Details of highways and private street works;

iii) The layout and marking of car parking, servicing and manoeuvring areas;

- iv) Details of the means of foul and surface water drainage together with a programme of implementation;
- v) Cycle and bin storage facilities;
- vi) The means of access and highway route for construction traffic;

Reason: To ensure the development is designed and constructed to adoptable standards.

3. No development shall take place until such time as a programme has been submitted to and approved by the LPA covering the following works:

- i) The provision of the signalised access junction on Newark Road as shown indicatively on drawing number ADC1580-003-P10
- ii) The amendments to the existing signalised junction at Newark Road / Cauldwell Road / Coxmoor Road as shown indicatively on drawing number ADC1580-003-P10
- iii) The amendments to the existing mini roundabout at Coxmoor Road / Hamilton Road as shown indicatively on drawing number ADC1580-005-P7
- iv) The amendments to the existing mini roundabout at Newark Road / Kirkby Folly Road as shown indicatively on drawing number ADC1580-004-P8
- v) The provision of the pedestrian links to the existing Sutton in Ashfield Parish Foot Path No 82 and Searby Road, as shown for indicative purposes on plan reference EMS2254\_100 Sheet No: 01 Rev: B
- vi) The extension of the speed limit as shown indicatively on drawing number ADC1580-003-P10
- vii) Construction of the 3-metre wide verge on the southernmost side of Newark Road and its dedication as Highway.

The works shall be carried out in accordance with the agreed programme unless otherwise agreed in writing with the Local Planning Authority. For clarity these plans are conceptual ONLY and will be subject to detailed technical appraisal during the S278 process.

Reason: To provide sufficient capacity at the respective junctions and in the interest of pedestrian and general highway safety.

4. No part of the development hereby approved shall be occupied until street lighting along the site frontage on Newark Road has been provided in accordance with details to be first submitted and approved in writing by the Local Planning Authority.

Reason: In the interests of general Highway safety

5. Prior to the commencement of each phase of development, a Construction Environmental Management Plan for each phase of the development shall be submitted to and approved in writing by the Local Planning Authority. The construction Environmental Management Plan shall include:

- i) Measures to minimize the creation and impact of noise, dust and artificial lighting including wheel washing facilities for construction traffic;
- ii) A layout of the construction access including a drawing showing visibility splays and method statement for the use of banksmen;
- iii) Details regarding parking provision for construction workers and plant on the site.

Once approved, the Construction Environmental Management Plan shall be adhered to at all times unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of Highway safety.

6. No part of the development hereby permitted shall be brought into use unless or until improvements to the two bus stops on Searby Road (AS0566 and AS0567) have been carried out to the satisfaction of the Local Planning Authority and shall include real time bus stop poles & displays including associated electrical connections.

Reason: In the interests of promoting sustainable travel

7. No part of the development hereby permitted shall be brought into use unless or until improvements to the two bus stops on Kirkby Folly Road (AS0324 and AS0551) have been carried out to the satisfaction of the Local Planning Authority and shall include real time bus stop poles & displays including associated electrical connections and raised boarding kerbs.

Reason: In the interests of promoting sustainable travel.

8. (Travel Plan condition to be advised shortly.)

### **Informatives**

1/ The applicant should note that notwithstanding any planning permission that if any highway forming part of the development is to be adopted by the HA, the new roads and any highway drainage will be required to comply with the Nottinghamshire County Council's current highway design guidance and specification for road works.

a) The Advanced Payments Code in the Highways Act 1980 applies and under section 219 of the Act payment will be required from the owner of the land fronting a private street on which a new building is to be erected. The developer should contact

the HA with regard to compliance with the Code, or alternatively to the issue of a Section 38 Agreement and bond under the Highways Act 1980. A Section 38 Agreement can take some time to complete. Therefore, it is recommended that the developer contact the HA as early as possible. Furthermore, any details submitted in relation to a reserved matters or discharge of condition planning application, are unlikely to be considered by the Highway Authority until technical approval of the Section 38 Agreement is issued.

b) It is strongly recommended that the developer contact the HA at an early stage to clarify the codes etc. with which compliance will be required in the particular circumstance. It is essential that design calculations and detailed construction drawings for the proposed works are submitted to and approved by the County Council in writing before any work commences on site.

Correspondence with the HA should be addressed to [hdc.north@nottsc.gov.uk](mailto:hdc.north@nottsc.gov.uk)

2/ In order to carry out the off-site works required, the applicant will be undertaking work in the public highway which is land subject to the provisions of the Highways Act 1980 (as amended) and therefore land over which the applicant has no control. In order to undertake the works, which must comply with the Nottinghamshire County Council's current highway design guidance and specification for roadworks, the applicant will need to enter into an Agreement under Section 278 of the Act. The Agreement can take some time to complete as timescales are dependent on the quality of the submission, as well as how quickly the applicant responds with any necessary alterations. Therefore, it is recommended that the applicant contacts the Highway Authority as early as possible. Work in the public highway will not be permitted until the Section 278 Agreement is signed by all parties. Furthermore, any details submitted in relation to a reserved matters or discharge of condition planning application, are unlikely to be considered by the Highway Authority until technical approval of the Section 278 Agreement is issued.

4/ Planning permission is not permission to work on or from the public highway. In order to ensure all necessary licenses and permissions are in place you must contact [highwaysouth.admin@viaem.co.uk](mailto:highwaysouth.admin@viaem.co.uk)

5/ It is an offence under S148 and S151 of the Highways Act 1980 to deposit mud on the public highway and as such you should undertake every effort to prevent it occurring.

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