

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

<b>DISTRICT:</b>	Newark	Date received	12/06/2020
<b>OFFICER:</b>	Laura Gardner		
<b>PROPOSAL:</b>	Residential development of 103 dwellings and associated access and infrastructure	D.C. No.	N/20/00873/FULM
<b>LOCATION:</b>	Field Reference Number 7108 Eakring Road Bilsthorpe Nottinghamshire Save search icon		
<b>APPLICANT:</b>			

Further to comments dated 8 September, I refer to the additional information provided in assessing the provision of a pedestrian crossing. Whilst I would not necessarily agree with all the details in that submission, I am satisfied that the residential development alone will not generate sufficient pedestrian movements to justify a formal pedestrian crossing facility; that would only arise, perhaps, if & when the local shop proposal were to come forward. In the meantime, a dropped kerb facility with tactile paving on Eakring Road, between the site access & Mickledale Lane, should be sufficient as shown indicatively on drawing M020-TBC-XX-M2-C-S278-991-A.

Improvements to the bus stop infrastructure have been proposed (drawing M020-TBC-XX-M2-C-S278-992-A). These do not match the improvements sought by NCC's Transport and Travel Services (see comments from the NCC Planning Policy Team dated 2 July 2020). However, I am now satisfied that this could either be covered by a planning condition or via a S106 contribution, as suggested in the Planning Policy Team comments. In a post script to those comments I have been informed that this contribution request should have been for an additional £3,000 to enable raised boarding kerbs to be provided at bus stop NS0058 (northbound service). That would make the total £18,500.

To clarify the bus infrastructure improvements, these include:

NS0058 (northbound service)

- Raised boarding kerbs.
- Bus stop markings
- Real time pole and display (inc. electrical connections)

NS0908 (southbound service)

- Hardstanding and new shelter with solar lighting, at the rear of the footway (see standard drawing EMD-HW01000-002)
- Raised boarding kerbs.
- An accessible crossing point (lowered access kerbs nearby) to allow crossing to the opposite bus stop.
- Real time pole & display (inc. electrical connections).
- Bus stop markings

Here are the comments regarding Revision B of the submitted Travel Plan:

- We note that a Travel Plan for the retail element of the development will be produced separately. Notwithstanding, one of the TPC's roles should be to liaise with the TPC of the retail element to ensure a harmonious approach to Travel Planning is achieved at the site. Some wording to this effect should be included in the TP.
- Paragraph 5.3.2 refers to a 'revised set of targets'. It should be noted that any changes to targets should be agreed with NCC first (i.e. prior to any changes being made). Likewise with paragraphs 6.4.10
- Paragraph 6.2.1 states that the lifespan of the travel plan should be from first occupation for 5 years. The lifespan should run from first occupation of the site until a point 5 years following 50% occupation of the site. The monitoring period, and TPCs period in post should match this (and will need changing throughout the TP to make this consistent).
- Likewise, targets should match this lifespan (i.e. some amendment to Target 2 is needed).
- In addition to the secondary targets listed in Paragraph 6.4.10, 100% travel plan awareness should also be included as a secondary target.
- The TP should include full contact details of an interim TPC now (until the permanent TPC is employed), this individual could be a representative of the developer or their agent. A commitment to keep NCC informed of the TPC name and contact details should be provide in the TP.
- Paragraph 7.3.1 states that Ncc and NSDC would 'oversee the RTP to ensure that it is delivered in accordance with this document'. Please note, it should be the developer and/or TPCs responsibility to ensure the RTP is delivered.
- In addition to the measures proposed, the following should be considered:
  - The site should provide notice boards in publicly available areas, such as the sales office for all perspective buyers to view. The green credentials of the site could be used as a selling point.
  - To encourage cycling and public transport at the outset, the TP should include for the provision of 'taster bus tickets' and/or cycle vouchers for new residents. These can be available on a redemption basis.
- Nottinghamshire's own car share scheme, NottinghamShare, should be discussed (and promoted) within the Travel Plan.
- In addition to the remedial measures discussed in Paragraph 9.3.1, the monitoring period (and therefore the TPCs period in post should also be extended) to identify effectiveness.
- Survey results and monitoring should be disseminated to residents (potentially via the newsletter) to keep them informed of progress towards targets and to increase TP awareness.
- The TP should commit to a 3 year evaluation and review with NCC.

Either the Travel Plan should be amended in line with the above comments, or perhaps this can also be covered by condition.

In conclusion, this Authority raises no objections subject to the following conditions:

No dwelling forming part of the development hereby approved shall be occupied unless or until improvements have been made to the existing highway infrastructure to provide bus stop improvements (inc. shelters, real time displays, raised kerbs etc) in accordance with details to be first submitted and agreed in writing by the LPA.

Reason: In the interests of highway/pedestrian safety and to promote sustainable travel.

**[Note: the above condition may be replaced by a S106 contribution – see earlier text]**

No dwelling shall be occupied unless or until a new footway on the eastern side of Earking Road from Mickledale Lane junction in a northerly direction up to Route 6 cycleway has been provided in accordance with drawings to be first submitted to and agreed in writing by the Local Planning Authority.

Reason: In the interests of pedestrian safety.

No part of the development hereby permitted shall be brought into use until the visibility splays are provided in accordance with drawing SK01-B. The area within the visibility splays referred to in this condition shall thereafter be kept free of obstruction, structures or erections exceeding 0.6m in height.

Reason: To maintain the visibility splays throughout the life of the development and in the interests of general highway safety.

No part of the development hereby permitted shall be occupied until pedestrian crossing dropped kerbs and tactile paving on Eakring Road have been provided as shown indicatively on drawing M020-TBC-XX-M2-C-S278-991-A.

Reason: In the interests of pedestrian safety.

No dwelling forming part of the development hereby permitted shall be occupied until its associated drive/parking area is surfaced in a hard-bound material (not loose gravel) for a minimum of 5 metres behind the Highway boundary. The surfaced drive/parking area shall then be maintained in such hard-bound material for the life of the development.

Reason: To reduce the possibility of deleterious material being deposited on the public highway (loose stones etc.).

Any garage doors shall be set back from the highway boundary a minimum distance of 5.5 metres.

Reason: To enable a vehicle to stand clear of the highway whilst the garage doors are opened/closed and to protect the free and safe passage of traffic, including pedestrians, in the public highway.

No dwelling forming part of the development hereby permitted shall be occupied until its associated access/driveway/parking area is constructed with provision to prevent the unregulated discharge of surface water from the access/driveway/parking area to the public highway. The provision to prevent the unregulated discharge of surface water to the public highway shall then be retained for the life of the development.

Reason: To ensure surface water from the site is not deposited on the public highway causing dangers to road users.

No part of the development hereby permitted shall be occupied until a Travel Plan has been submitted to and approved in writing by the local planning authority. The Travel

Plan shall set out proposals (including targets, a timetable and enforcement mechanism) to promote travel by sustainable modes which are acceptable to the local planning authority and shall include arrangements for monitoring of progress of the proposals. The Travel Plan shall be implemented in accordance with the timetable set out in that plan unless otherwise agreed in writing by the local planning authority.

Reason: To promote sustainable travel.

**[Note: the above condition may not be necessary if the applicant wishes to make a revised submission to satisfactorily address the comments made above]**

#### Notes to applicant

In order to carry out the off-site required you 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 you have no control. In order to undertake the works, you will need to enter into an agreement under Section 278 of the Act. Please contact [david.albans@nottscc.gov.uk](mailto:david.albans@nottscc.gov.uk) for details.

The applicant should note that notwithstanding any planning permission that if any highway forming part of the development is to be adopted by the Highways Authority, 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 roadworks.

D.Albans  
Principal Development Control Officer  
5 October 2020