

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

DISTRICT:	Ashfield	Date received	19/03/2020
OFFICER:	Robbie Steel		
PROPOSAL:	Outline planning application (with all matters reserved except access) for a residential development of up to 300 dwellings with associated infrastructure and landscaping.	D.C. No.	V/2020/0184 (4)
LOCATION:	Land Off, Ashland Road West, Sutton in Ashfield		
APPLICANT:			

The applicant has submitted further information in support of the application, namely:

- Technical Note H (TN-H) (report reference ADC1032-RP-H)
- Proposed Access Junction Layout (drawing number ADC1032-DR-001 Rev P10)
- Illustrative Masterplan (Drawing Ref No. P19-1014-007 Rev F)
- Pedestrian Improvements B6026 Huthwaite Road (drawing number ADC1032-DR-002 Rev P1)

The above information details the access directly to the site and access to sustainable transport. Technical Note H addresses the outstanding junction assessment issues and should be read in conjunction with the Transport Assessment Addendum (report reference ADC1032-RP-G) and the letter addressed to the HA dated 20th November

The agreed study area has been adequately assessed and mitigation suggested at a number of junctions.

During the assessment process, a number of the junctions did not have current traffic count data and due to the current Covid-19 pandemic, the applicant carried out counts when the overall traffic flows returned to around 90% of pre-lockdown levels and factored them up using these percentages. The Highway Authority have reservations about this data as it is known that whilst levels increased, journey purpose has changed which could affect turning movements at junctions. However, in such unprecedented times the HA have accepted the assessments based on this data as the best available at the time.

The impact of the development was found to be unacceptable at a number of junctions throughout the district. The Highway Authority disagree with the generalisation made in TN-H regarding dissipation of, as in many instances there is no viable/shorter alternative to reach the destination and further, to suggest that this is the case would mean that the agreed distribution and assignment of vehicles is incorrect and would therefore require further agreement of study area and possible subsequent junction assessments. This argument is therefore discounted until such time further information is provided to substantiate it.

A38 / Common Road (Junction 1)

Demonstrated to operate within capacity with development

Blackwell Road / Common Road (Junction 2)¹

The development is forecast to significantly reduce capacity at this junction. The junction is already equipped with MOVA but installation of on-crossing and kerbside detection, which generally allows more green time to vehicles is considered to be an acceptable mitigation, proportionate to the development.

Blackwell Road/Market Street (Junction 3)¹

This junction is demonstrated to operate within capacity and therefore no mitigation is justified.

B6026 Huthwaite Road / Ashland Road West (Junction 4)

This junction is demonstrated to operate within capacity and therefore no mitigation is justified.

B6026 Huthwaite Road / Alfreton Road (Junction 5)¹

This junction is demonstrated to operate within capacity and therefore no mitigation is justified.

Lammas Road / Hack Lane (Junction 6)¹

This junction is due to be refurbished and equipped with MOVA and puffin style pedestrian facilities out of the LTP budget. However, the development has been demonstrated to have a significant impact on the junction post implementation and it is therefore proposed to provide a contribution towards the works. Whilst it is proposed to provide this based on an average of the percentage impact on capacity (the PRC value) across the am and pm peaks of 4.8% of the cost of the improvements, this is not accepted.

Even with the improvements, the development traffic once again degrades the performance of the junction, taking it from around practical reserve capacity to absolute capacity when the effects of additional traffic see exponential rises in issues and instability of junction performance. The development vehicles more than double the predicted queues on Hack Lane from 12 to 26 vehicles, an increase of 117% which would see queues extend to Willowbridge Lane. This general junction degradation also sees increases in the queues on Lammas Road north and south of 21% and 66% respectively.

Accordingly, to make the development acceptable, we would require a contribution to sustainable transport measures with the aim of reducing the number of vehicles utilising this junction. Nottinghamshire County Council have identified a Strategic Cycle Network extending west of Sutton Town Centre along Huthwaite Road and it is understood that Ashfield District Council have also submitted a Towns Deal bid which identifies a parallel route from Sutton to the west.

¹ based on counts undertaken during the COVID-19 pandemic

As such a route will actively encourage cycling as a sustainable alternative to the car from this development, it is thought reasonable that the development should provide a Section 106 contribution equal to the cost of the junction upgrade; a sum which is understood to be £120,000.

Kirkby Road / Spring Road (Junction 7)¹

This junction is demonstrated to operate within capacity and therefore no mitigation is justified.

High Pavement / Forest Street (Junction 8)¹

This junction is due to be refurbished and equipped with MOVA and puffin style pedestrian facilities out of the NCC budget. An assessment has been carried out with the improvement in place and whilst there is a degradation in performance, it is not considered to be severe and therefore mitigation is not justified.

A38 Kings Mill Road / Station Road (Junction 9)

As detailed previously, we do not agree that, as the development is some distance from the junction, vehicles are likely to have dispersed along minor roads, as this junction was identified after vehicles travelling to destinations further afield were assigned through it. Such vehicles are likely to use the major roads at this point in the journey and as such, the assignment and distribution with subsequent study area is considered acceptable.

Whilst it is agreed that there is no mitigation available that is proportionate to the development, it is considered that there is a notable impact here, particularly in relation to the arm most where vehicles from the development will be using - Station Road (w). This arm sees a 32% increase in queue length, which given that the junction will operate over capacity could in practice result in an exponential increase in queuing.

Accordingly, the HA request that a S106 contribution to support the sustainable transport measures referred to above (in regard to Junction 6) with the aim of reducing overall vehicular flow through the junction to reduce the impact of the development traffic. It is thought that a contribution of £10k is reasonable.

Mansfield Rd/Stoneyford Road & Mansfield Road/Dalestorth Street (Junctions 10 & 11)

We disagree with the conclusions drawn from the modelling that the development only has a small impact on the operation of these junctions (which are considered together). NCC requested MOVA and CCTV as a proportionate and reasonable mitigation.

In spite of these conclusions, MOVA is offered. However, NCC require MOVA and CCTV as a proportionate and reasonable mitigation at both junctions and will therefore request these measures within the conditions.

¹ based on counts undertaken during the COVID-19 pandemic

Proposed Access Junction Layout (drawing number ADC1032-DR-001 Rev P10)

This layout drawing identifies the over-engineered layout required to offset the single point of access serving the majority of the development and is therefore acceptable.

Should the masterplan change during the subsequent reserved matters application to provide true connectivity throughout the development and allow a choice of exit for all residents, the Highway Authority is likely to support a variation of condition to allow both accesses at a 5.5 metres width.

Proposed Pedestrian Improvements B6026 Huthwaite Road (drawing number ADC1032-DR-002 Rev P1)

The proposed pedestrian improvements support sustainability of the site by providing safe access to and from the westbound bus stop on Huthwaite Road, providing wider community benefits. Whilst the principle of the crossing point is acceptable, amendments to the design would be necessary and the drawing should therefore be referred to as indicative.

In consideration of the above, the Highway Authority have no objections to the development, subject to the following Section 106 Contributions, Conditions and informatives:

SECTION 106 CONTRIBUTIONS

A Section 106 contribution of £130,000 towards cycling measures to support sustainable transport, reducing the impact of motorised vehicles on the highway network within the study area.

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;

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 accesses to the site, as indicatively shown on drawing number ADC1032-DR-001 Rev P10
- ii) The provision of on-crossing and kerbside pedestrian detection at the junction of Blackwell Road/Common Road
- iii) The provision of MOVA and CCTV at both the junctions of Mansfield Road/Stoneyford Road and Mansfield Road/Dalestorth Street
- iv) The provision of the pedestrian refuge and associated build out with crossing points as indicatively shown on drawing number ADC1032-DR-002 Rev P1)

The works shall then 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.

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

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.

3/ Any highway details submitted in relation to a reserved matters or discharge of condition planning application, are unlikely to be considered by the Highway Authority until formal technical approval is issued. It is therefore strongly recommended that the applicant submit drawings in relation to this to the Highway Authority prior to submitting a planning application.

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

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.

Sarah Hancock
Principal Officer – Highway Development Control

1st March 2021