

improvement involving signal controls programmed for 2002/3 although this may be required earlier as part of any development of Lindleys Lane (see Appendix 5 Housing site brief H6). Lowmoor Road (TR5Kd) is a localised widening scheme with a medium term priority. Part of the Lowmoor Road improvement has been completed with the introduction of two mini roundabouts at the Southwell Lane and Lowmoor Road Industrial Estate junctions. At Annesley Cutting (TR5Ka) a junction improvement is required, to give buses priority, involving the introduction of traffic signals. This scheme is programmed for 2003/4

- 6.28 The County Council has resolved to improve east-west road links to increase accessibility within the County to the A1 and M1 to assist with regeneration following coalfield closures and to improve access across Mansfield. Part of this work involves the construction of a Mansfield-Ashfield Regeneration Route from Rainworth around the southern and western sides of Mansfield to the Pleasley By-Pass (TR5Rb). This scheme can be divided into three phases, A617 Rainworth Bypass to A60 (within Mansfield District), A60 to A38 King's Mill (within Ashfield District) and the final section A6075 Beck Lane to Pleasley (part in Ashfield). The alignment of the route has been established following an extensive public consultation exercise and the safeguarded line is shown on the Proposals Map. The County Council has included the scheme in the provisional LTP for North Nottinghamshire which has been provisionally accepted for funding support with a planned start for construction in 2001/2.
- 6.29 At Moor Road Bestwood (TR5 Na) a long term scheme (after 2005) of road widening and alignment improvements is proposed as a joint County Council/City Council scheme. The provisional LTP for North Nottinghamshire includes a scheme of widening and junction improvements on Hamilton Road from Coxmoor Road to Oakham Business Park (TR5 Ra) with construction planned in 2004/5. The County/City Council will carry out local consultation before proceeding with any scheme.
- 6.30 In addition to the schemes listed above, the County Council will promote other locally important schemes that may emerge from the development of the full LTP.

DEVELOPER CONTRIBUTIONS TO TRANSPORT IMPROVEMENTS

POLICY TR6 WHERE A DEVELOPMENT PLACES ADDITIONAL DEMANDS ON TRANSPORT INFRASTRUCTURE, PLANNING OBLIGATIONS WILL BE NEGOTIATED TO ALLOW A SUM TO BE PAID TOWARDS ANY OF THE IMPROVEMENTS LISTED BELOW:

Hucknall (South Notts. Sub-Area)

- a) **HUCKNALL INNER RELIEF ROAD.**
- b) **BROOMHILL FARM TO BY-PASS - BUS LANE.**
- c) **HUCKNALL BY-PASS SOUTHERN ROUNDABOUT BUS/CYCLE PRIORITY MEASURES.**
- d) **OTHER SCHEMES WITHIN THE HUCKNALL – NOTTINGHAM TRANSPORT CORRIDOR.**

Sites Across the Whole District

- e) **IMPROVEMENTS TO PUBLIC TRANSPORT INFRASTRUCTURE INCLUDING:**
 - i) **BUS PRIORITY MEASURES.**
 - ii) **BUS STOP FACILITIES.**
 - iii) **RAIL FACILITIES.**
 - iv) **ASSOCIATED HIGHWAY INFRASTRUCTURE TO SUPPORT PUBLIC TRANSPORT MODES.**
- f) **IMPROVEMENTS TO THE CYCLING NETWORK.**
- g) **IMPROVEMENTS TO PEDESTRIAN FACILITIES.**
- h) **PARK AND RIDE SITES.**

**SUCH PLANNING OBLIGATIONS WILL BE NEGOTIATED WHERE A DEVELOPMENT EXCEEDS THE FOLLOWING MINIMUM THRESHOLDS: 0.4Ha. OR 50 BEDROOMS, WHICHEVER IS THE LOWER, FOR RESIDENTIAL DEVELOPMENT.
1,000 M² GROSS FLOORSPACE FOR RETAIL DEVELOPMENT.
2,500 M² GROSS FLOORSPACE FOR OFFICE USES AND.
5,000 M² GROSS FLOORSPACE FOR EMPLOYMENT DEVELOPMENT.
FOR COMMERCIAL, LEISURE, TOURISM, HEALTH AND EDUCATION USES, OBLIGATIONS WILL BE DETERMINED LOCALLY WHERE TRANSPORT IMPACT IS SIGNIFICANT.**

- 6.31 This policy accords with and extends the concept of policy 5/4 of the Structure Plan Review aimed at securing financial contributions from developments towards public transport improvements. It will apply equally over the whole District although specific reference is made to some detailed schemes in the Hucknall area. The Hucknall to Nottingham transport corridor is an essential element of the strategy of the Structure Plan Review which in turn assisted in determining the levels of new development allocated to the Hucknall area. It is widely recognised that the growth in car ownership and use is leading to serious congestion and reduction in environmental quality. The White Paper 'A New Deal for Transport' aims for an integrated transport policy with more sustainable transport choice. This will include the need for future investment plans to introduce public-private partnerships to secure sufficient finance for local transport schemes where appropriate. The proposed Mobility Management study described in paragraph 6.26 above will provide the opportunity to establish a funding and implementation strategy for transport improvements in the Hucknall town centre area.
- 6.32 Circular 1/97 'Planning Obligations' sets out Government Policy relating to developer contributions identifies five key tests, which state that a planning obligation should be:
- a) necessary
 - b) relevant to planning
 - c) directly related to the proposed development
 - d) fairly and reasonably related in scale and kind to the proposed development
 - e) reasonable in all other respects
- 6.33 It is considered that all developments subject to Policy TR6 will in some way impact on traffic flows along the Hucknall-Nottingham transport corridor. Hence it is considered logical within the scope of the advice in circular 1/97 to expect developments to contribute in some way to essential improvements within the corridor, including parts of the corridor outside of Ashfield within the City of Nottingham. Supplementary Planning Guidance is currently being prepared by the County and City Councils as strategic planning authorities in consultation with the district councils, GOEM (DETR) and others as a basis for the negotiations of sums to be paid. The levels of any contributions will of course be subject to negotiation with individual developers and will need to take account of the size of the site, the likely impact of such development on road traffic and other essential infrastructure cost (both on and off site) associated with the development, together with other specific contributions that developers may agree towards such matters as open space provision, affordable housing provisions or other community facilities. Any contributions will be expected to be used on schemes within five years of receipt.
- 6.34 The schemes listed within policy TR6 above are all considered to be essential to the improvement of the Hucknall to Nottingham Public Transport Corridor. The Hucknall Inner Relief Road will allow improved access from the north of the town to the Robin Hood Line Station and proposed NET terminus while at the same time allowing for substantial improvements to pedestrian accessibility to the town centre. The site at Hucknall Colliery for retail and other Town centre uses will be expected to make a substantial contribution to this particular scheme. Bus priority measures along the whole corridor will include the provision of bus priority lanes and associated junction improvements to ensure faster access to Nottingham City Centre and improvements to bus stops including shelters and improved information about bus services. Safe routes for cyclists, particularly along the main transport corridor route will encourage greater use of cycles. Improvements to pedestrian facilities (in addition to the potential for pedestrianisation of the town centre) will include safer routes for pedestrians at

major junctions and for improved accessibility to bus stops, NET and Robin Hood Line Stations. The provision of park and ride sites will encourage greater use of the public transport network and assist in reducing congestion on roads into Nottingham City Centre. Within the remainder of the District, contributions will also be sought towards improving public transport, cycling and pedestrian facilities.

CAR PARKING

- 6.35 The provision of car parking for shoppers and visitors included in retail and leisure developments within town centres is important in maintaining the attraction and prosperity of such areas. However an increasing reliance on the car and availability of substantial car parking, particularly workplace parking, is seen as an obstacle to the use and development of alternative transport facilities.
- 6.36 The provision of car parking space within new development has, to date, been based on minimum levels, leading in many cases to an over provision of car parking. PPG13 states that the availability of car parking has a major influence on choice of means of transport and therefore that a reduction in private non residential car parking spaces can substantially reduce traffic flows, particularly at peak times. PPG3 also indicates that a restraint based approach should be taken in relation to parking provision. In considering proposals for new development within the District, the Council will apply maximum parking levels. Appendix 7 of the Plan contains the adopted parking standards of the District Council. This comprises of Appendix 2 from the Regional Planning Guidance (RPG), which reflects PPG 3 and PPG 13, and, 'Interim Parking Guidance', which was previously prepared jointly by the District Council and County Council and predates the RPG. When considering parking provision both documents should be read together, although the RPG derived guidance will take precedence over the 'Interim Guidance' where the two conflict. The Interim Parking Guidance is however, subject to review by the County Council in light of PPG3, PPG13 and the Regional Planning Guidance for the East Midlands. Once completed, this will be adopted by the Council for development control purposes.
- 6.37 Within town centres and in other locations well served by public transport, it is recognised that developers should be expected to reduce parking associated with new development below the expressed maximum levels
- 6.38 In some circumstances improvements to the overall provision of town centre car parks may be more appropriate or it may be more appropriate to improve public transport or access for those walking or cycling to the town centre. In such instances the Council will consider allowing the development subject to an agreed financial contribution to be used wholly towards publicly provided car parking facilities in the area or improvements in public transport or access for those walking or cycling to the centre.