



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

<b>DISTRICT:</b>	Ashfield	Date received	23/08/2022
<b>OFFICER:</b>	Sam Muir		
<b>PROPOSAL:</b>	Outline with reserved matters - Access - Residential development of up to 300 dwellings	D.C. No.	V/2022/0629
<b>LOCATION:</b>	Land at Newark Road, Coxmoor Road, Sutton in Ashfield,		
<b>APPLICANT:</b>			

**Re-consultation**

Additional drawings have been submitted by ADC Infrastructure, the applicant's Transport Consultant, as follows:

- Drawing Ref. ADC1580-DR-012 Rev. P12 - Access junction layout
- Drawing Ref. ADC1580-DR-005 Rev. P11 - Improvements Coxmoor Rd/Hamilton Rd
- Drawing Ref. ADC1580-DR-006 Rev. P7 - Footway/Cycleway scheme Newark Road
- Drawing Ref. ADC1580-DR-015 Rev. P1 - Swept Path Assessment

The following comments relate to the above drawings:

**Coxmoor Road/Hamilton Road mini-rdbt (drawing ADC1580-DR-005 Rev. P11)**

There are small improvements to the retained mini-roundabout and a more detailed layout for the crossing.

There are still details of the toucan crossing layout which require minor amendment such as the zig-zag markings, hatchings etc.

The crossing links the existing shared use (line segregated) facility on the NW side of Hamilton Road coming from MARR with the potential route through the industrial area, exiting close to Kirkby Folly Road.

More detail is required to demonstrate how cycles from Coxmoor Road carriageway (approaching from the A38) will use the crossing.

The alterations to the mini-roundabout are to address the additional traffic generated by the development and they are relatively low key, being mainly an extension of the 2 lanes on Hamilton Road. The lane widths at the give-way line are unchanged.

### **Newark Road/Hamilton Road segregated cycle crossing (drawing ADC1580-DR-006 Rev. P7)**

The geometry of the cycle approach on the north side of Newark Road requires revision as the turn has to be more pronounced to allow cyclists to line up more perpendicular to the kerb at their stop line so that they approach the signals straight on and can easily look both ways for approaching traffic.

The arrangement on the southern side has been revised. The stop lines for cycles have been omitted on both sides and the points at which pedestrians are meant to cross the cycle track will need amendment to better suit desire lines.

### **Newark Road/Site access signalised junction (drawing ADC1580-DR-012 Rev. P12)**

The external kerb line at the westbound exit merge has been adjusted to bring the 2 lanes in together more gradually over the full length of the merge rather than having a long section of 2 lanes with a sudden sharp merge at the end.

The straight pedestrian movement across the access road when it is split between 2 phases at different times is a concern and a stagger is recommended.

The geometry suggests a reverse (right-left) stagger rather than the preferred convention of left-right to walk towards the traffic stream a pedestrian wishes to cross.

The all-round pedestrian stage 4 is included to cater for the pedestrian movement across the Newark Road eastbound exit. There may be a more efficient way to accommodate this pedestrian movement, for example, running it with the Newark Road east approach opening up early. Even with the current proposed staging, the all-round pedestrian stage 4 will only appear occasionally as it is called only by the pedestrians across the eastbound exit. Having the pedestrians across the side road served only in this stage will mean it is called more often, reducing the efficiency of the junction.

The cycle route on Newark Road has also been kinked slightly into the mouth of the side road to try and break up the visual continuity (and draw through) for cyclists. The splitter strip may need widening to allow the mounting of traffic signal equipment and a refuge to the north of the cycle route should be included in the mouth of the side road.

## Unregistered land

The matter relating to the unregistered land shown on drawing ADC1580-DR-012 Rev. P12 and mentioned in my previous comments of 27/03/24 remains. As previously stated, the Highway Authority still request that Works B option is carried out and that the applicant use best endeavours to achieve this. A suitable condition should be included to any permission granted to reflect this.

In view of the above, the Highway Authority would not wish to raise objection to this application and the following conditions should be included to any permission granted:

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 applicant shall use best endeavours to achieve Works B option for the footway/cycleway as shown on drawing no. ADC1580-DR-012 Rev. P12.

REASON: To provide good connectivity and encourage sustainable travel.

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 proposed signalised access junction including segregated footway/cycleway and associated highway improvements on Newark Road as shown indicatively on drawing no. ADC1580-DR-012 Rev. P12.

- ii) The amendments to the existing signalised junction at Newark Road/Cauldwell Road/Coxmoor Road as shown indicatively on drawing no. ADC1580-DR-012 Rev. P12.

- iii) The amendments to the existing mini-roundabout at Coxmoor Road/Hamilton Road as shown indicatively on drawing no. ADC1580-DR-005 Rev. P11 including provision of cycle facility and proposed toucan crossing and associated improvements.

- iv) The provision of the proposed footway/cycleway scheme on Newark Road, including the provision of a sparrow crossing and associated improvements, as shown indicatively on drawing no. ADC1580-DR-006 Rev. P7.

- v) The amendments to the existing mini-roundabout at Newark Road/Kirkby Folly Road as shown indicatively on drawing no. ADC1580-DR-004 Rev. P8.

vi) The provision of the pedestrian/cycle links to the existing Sutton in Ashfield locality including Searby Road, as shown indicatively on plan ref. ADC1580-DR 013 Rev. P8 (Pedestrian/Cycle Access Strategy).

vii) The extension of the speed limit along Newark Road as shown indicatively on drawing no. ADC1580-DR-012 Rev. P12.

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 interests of pedestrian and general highway safety.

4. No part of the development hereby permitted shall take place until the new access into the site has been provided in accordance with the indicative drawing no. ADC1580-DR-012 Rev. P12. Note this does not have full S278 technical approval.

REASON: In the interests of highway safety.

5. 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 to and approved in writing by the Local Planning Authority.

REASON: In the interests of general highway safety.

6. 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 minimise the creations 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 plans on the site.

REASON: In the interest of highway safety.

7. No part of the development hereby permitted shall be brought into use unless or until plans denoting the location of new bus stops within the site have been made to the satisfaction of the Local Planning Authority and shall include any of the following: real time bus stop flags, poles and displays including low voltage power source to the real time information pole location; polycarbonate bus shelter; solar or electrical lighting in

bus shelter; raised kerbs; enforceable bus stop clearway; lowered access kerbs;; additional hard stand (3.5m x &m if required), black top dressing (tarmacadam) and the above installed to an agreed timescale.

REASON: In the interests of promoting sustainable travel.

8. No part of the development shall be brought into use unless or until plans denoting a temporary bus turning facility within the site have been made to the satisfaction of the Local Planning Authority including a swept path analysis and the above to be installed to an agreed timescale.

REASON: In the interest of promoting sustainable travel.

9. No part of the development hereby permitted shall be occupied until the Travel Plan has been 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: In the interests of promoting sustainable travel.

### **Notes to applicant**

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.

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.

Stella Euerby  
Principal Development Control Officer

28/06/24

