10.0 THE ROAD NETWORK

Introduction

10.1 The fifth Main Issue is the effects on the safety and performance of the local highway network, with particular reference to the proximity of the Newark Road level crossing. That level crossing is more formerly known as the Sutton Junction Level Crossing.

10.2 The LPA phrased their fifth reason for refusal suggesting that there was insufficient information. That is despite analysis in the Transport Assessment that reported on a 2017 survey at the level crossing, reported discussions with Network Rail about the signal timings, and capacity analysis of the adjacent mini-roundabout. That information has been updated for this evidence. It is also despite the lack of an objection from NCC to either the 2017 application or the 2022 application.

10.3 Paragraph 8.59 of the Statement of Common Ground reads: "*It is agreed that on the basis of the submission made by the Appellant during the application period that there was no highways or transport basis to refuse permission, other than the area of dispute in respect of the impact of development upon the nearby level crossing.*"

10.4 That paragraph therefore sets the scope of this part of my evidence. It is not repeated, other than in this short summary, that the Transport Assessment assessed the impact of the development over a wide study area consisting of 13 junctions agreed with NCC, within which the development traffic materially increased future traffic volumes. Capacity and road safety analysis of that study area was undertaken, and mitigation was proposed where necessary. More information can be gained from the Transport Assessment [CD 1.29].

10.5 It should not be forgotten that the level crossing is an existing feature of the road network. It is not the responsibility of the development to resolve existing problems. What is relevant to the acceptability of the development, is the development's effect on the network. That principle was recently reiterated in the Hawkhurst case [CD 8.8 paras 138-139][6]

Existing accident record

10.6 The Planning Practice Guidance notes that Transport Assessments should include, "*an analysis of the injury accident records on the public highway in the vicinity of the site access for the most recent 3-year period, or 5-year period if the proposed site has been identified as within a high accident area;*". The area around the site has not been identified as a high accident area. Nevertheless, the Transport Assessment [CD1.29 para 2.23] included an analysis of accident data purchased from NCC for the period between 1 August 2017 and 31 October 2021, which was the most recent data available.

10.7 Three accidents were recorded at the Newark Road/Kirkby Folly Road mini-roundabout. All three occurred in wet road conditions:

- classified as slight, a car travelling north on Kirkby Folly Road turning right onto Newark Road collided with a car that was travelling west through the junction
- classified as slight, a car travelling north on Kirkby Folly Road towards the junction in wet road conditions lost control and collided with a bollard
- classified as serious, a car travelling east along Newark Road collided with a pedestrian who was in the center of the carriageway.

[6] The Queen -on the application of- Hawkhurst Parish Council v Tunbridge Wells Borough Council v Progressive Developers Land Limited, McCarthy and Stone Retirement Lifestyles Limited

10.8 No accidents occurred west of the mini-roundabout, on the stretch of road leading to the A38. No accidents occurred at the level crossing.

10.9 One accident occurred to the east of the mini-roundabout of serious severity. A car exiting the car repair garage to the north of the carriageway collided with a cyclist that was travelling west.

10.10 To bring matters up to date, Crashmap shows two further slight accidents have occurred at the mini-roundabout (**Figure 12**). 2023 and 2024 data is not yet available.

- An accident occurred at the mini-roundabout on Thursday 9 December 2021 at 16:32 when it was dark and wet. It involved two cars, the first turning right (south to east) that collided with the second travelling ahead, west to east.
- An accident occurred on Tuesday 18 January 2022 at 14:48 in dry conditions. Two cars approaching the mini-roundabout on Kirkby Folly Road collided when a driver turning left went into the back of the car in front.

10.11 Again, there were no accidents at the level crossing, or either side of the mini-roundabout.

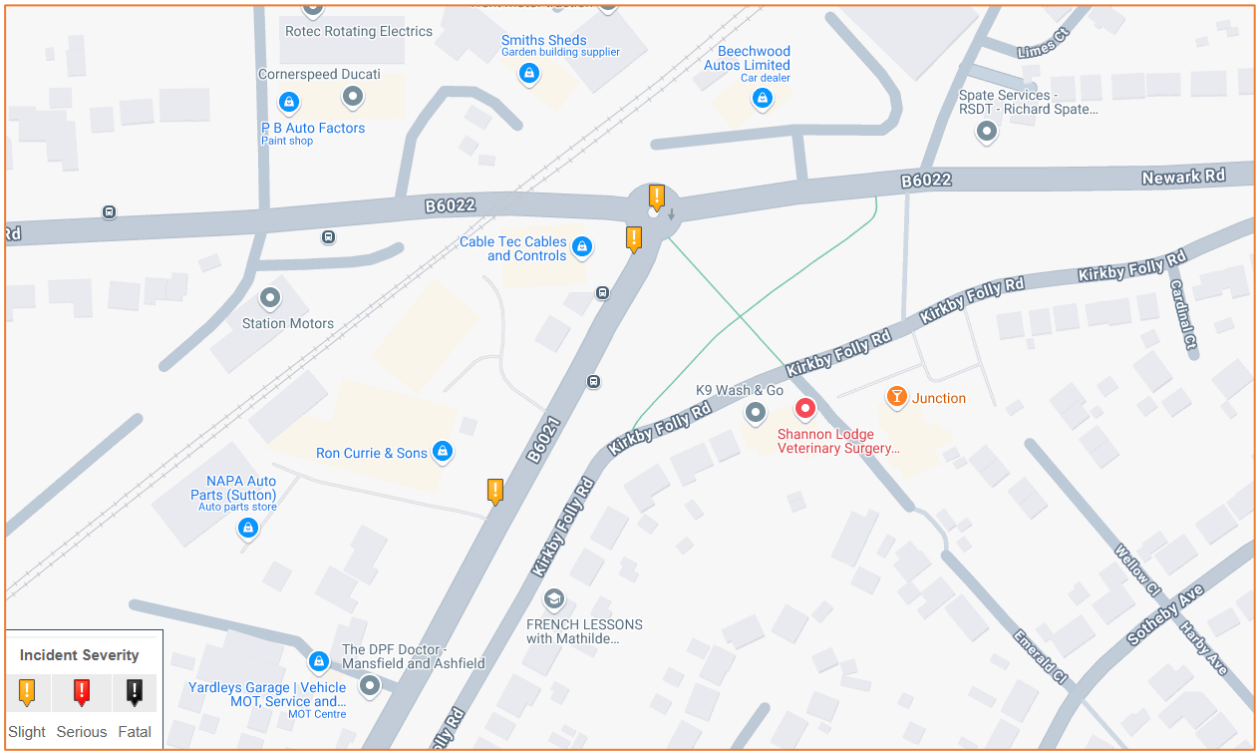


Figure 12: 2021 and 2022 accidents (www.crashmap.co.uk)

10.12 There is no common causal factor amongst the accidents. None of the accidents were caused by the level crossing, or occurred at the level crossing. The accidents result from human error, and do not suggest a defect in the road network. From experience, five accidents in five years at a mini-roundabout with high traffic flows does not indicate an accident problem.

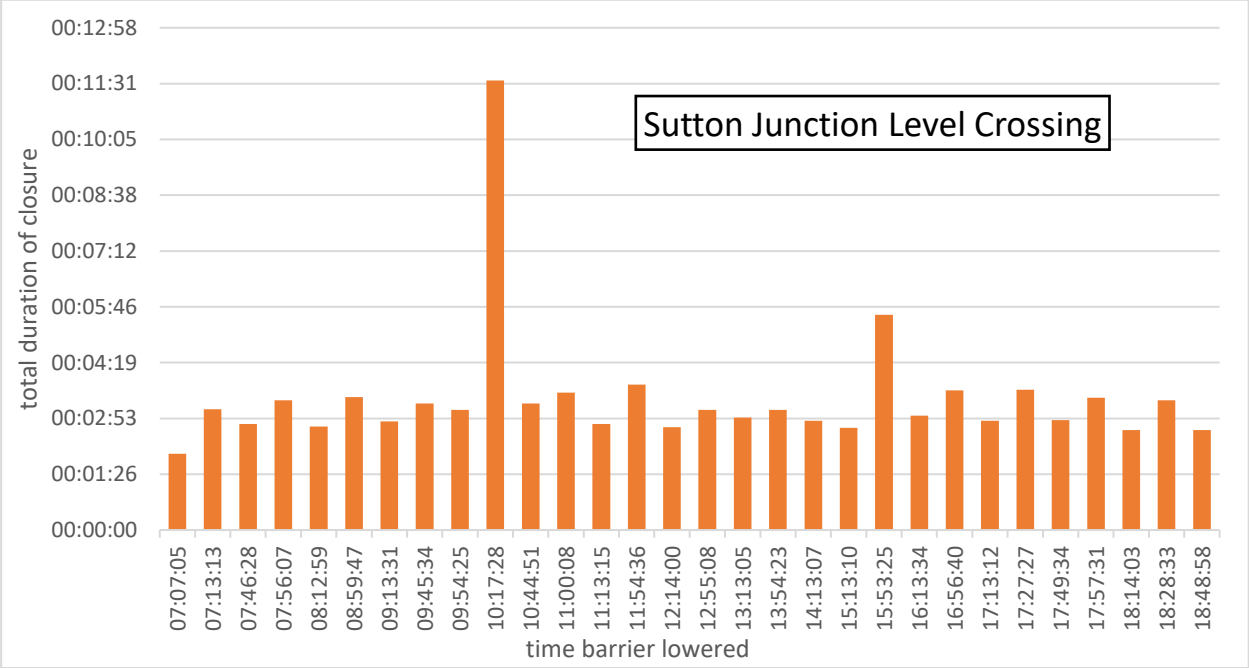
10.13 Looking at Crashmap over a longer period, although there have, as expected, been further accidents on the adjacent road network, there have been no accidents at the level crossing in the 24 years for which data is available (1999 to 2022).

11.0 SUTTON JUNCTION LEVEL CROSSING

Survey

11.1 Right from the start of the project, we have been aware of residents' concerns about the level crossing, as they raised them in the public consultation before the 2017 application. NCC have also been aware in formulating their responses to the application. In the Transport Assessment for the 2017 application, to evidence and understand how the level crossing operates, it was surveyed between 7am and 7pm on Thursday 26 June 2017. The survey recorded the time the barriers came down, the time the train arrived at and then cleared the crossing, and the time the barriers were raised. The results were also reported in the Consolidated Transport Assessment [CD CD1.22], and Transport Assessment [CD 1.29, paras 7.82 to 7.89] that supported the 2022 application. The impact of the level crossing was understood.

11.2 The 2017 survey has been repeated for this evidence, to ensure figures are up to date. The same data was collected on Tuesday 3 December 2024, between 7am and 7pm. The full results are in **Appendix F**. The graph below illustrates the total duration for each barrier closure, of which there were 30 closures in 12 hours. There were two outliers in the survey. The barrier closure for the southbound train at 10:17 lasted 11 minutes and 36 seconds. The barrier closure for the northbound train at 15:53 lasted 5 minutes and 33 seconds.



11.3 The table below shows a summary of the barrier timings, both with the two outliers included, and with them excluded. With the outliers excluded, the closure times in 2024 are very similar to those in 2017. The key figure is the average total closure duration of 3 minutes and 3 seconds that was the same in both 2017 and 2024.

survey	av. time before train arrives	av. time for train to pass	av. time to raise barriers	av. total closure	shortest closure	longest closure
29/06/2017	02:51	00:03	00:10	03:03	01:48	04:49
03/12/2024 [a]	02:57	00:05	00:23	03:24	01:58	11:36
03/12/2024 [b]	02:52	00:05	00:06	03:03	01:58	03:45
[a] two outliers included, [b] two outliers excluded						

Network Rail consultation

11.4 For the 2017 application we contacted Network Rail to understand the potential to reduce the time that the barriers were lowered in advance of the train arriving at the crossing. They confirmed that it would not be possible to alter the timings for safety and operational reasons [CD 1.29 para 7.88].

11.5 Network Rail's consultation response to the 2017 application is reported in the committee report. They had no objection to the development subject to a condition preventing the use of the level crossing by construction vehicles, which will be dealt with through a condition requiring a construction traffic management plan. Network Rail were consulted again for the 2022 application, and their February 2024 reply reiterated their earlier response. The committee report again noted that Network Rail had no objection subject to a condition preventing the use of the level crossing by construction vehicles.

11.6 We have informally spoken to Network Rail again for this evidence, and discussed the safety of the crossing and how the train signalling is arranged to manage road safety risks. The train signalling at the level crossing is unchanged from 2017, which is why the survey results are very similar. The Sutton Junction Level Crossing is linked to the Sutton Forest Level Crossing over Coxmoor Road, 550m north. There are different protocols depending on whether a train is southbound, first passing through Sutton Forest, or northbound, first passing through Sutton Junction.

11.7 A southbound train will pass a strike in point north of the Sutton Forest Level Crossing. That causes the wig wag lights facing drivers at both crossings to turn amber and an audible warning sound to start for pedestrians. After three seconds the red lights begin to flash. After 4 to 6 seconds the barriers will begin to lower. While that is happening, the train continues southbound, approaching a train signal on stop. Both level crossings are monitored by CCTV by the signaller based in Derby. Once the signaller is content that the level crossings are clear and a train can safely proceed, the train signal in advance of the train is changed to go. Of course, should either crossing be blocked, the train signal would remain on stop and the train driver would stop the train.

11.8 In the northbound direction, trains stop at Sutton Parkway station before getting to the level crossings. Therefore, the signaller will lower the barriers and then check the CCTV of the level crossings to check they are clear before releasing the train from the station.

11.9 It is the linking of the two level crossings, the time in advance of reaching the train signal, the time to travel between the level crossings, the 40mph line speed, and double line railway, which dictate the minimum warning times and leads to the time the barriers are down before a train passes through. It is not possible to change the barrier timings, which are purposefully timed and monitored to ensure safe operation.

11.10 This is the existing situation with the level crossings. What must be judged is whether the development traffic will adversely impact on that existing scenario. That judgement is informed by the evidence below

12.0 TRAFFIC FORECASTS

Without Development

12.1 The Transport Assessment set out a comprehensive analysis of the existing and future year traffic volumes in the study area, based on traffic counts undertaken on Tuesday 26 April 2022. To align with the new survey of the level crossing, a new count was undertaken at the Newark Road/Kirkby Folly Road mini-roundabout on the same day as the level crossing survey, Tuesday 3 December 2024. During the network peak hours of 07:30 to 08:30 and 16:30 to 17:30, the volume of traffic at the mini-roundabout was found to be as shown in **Figure 13**.

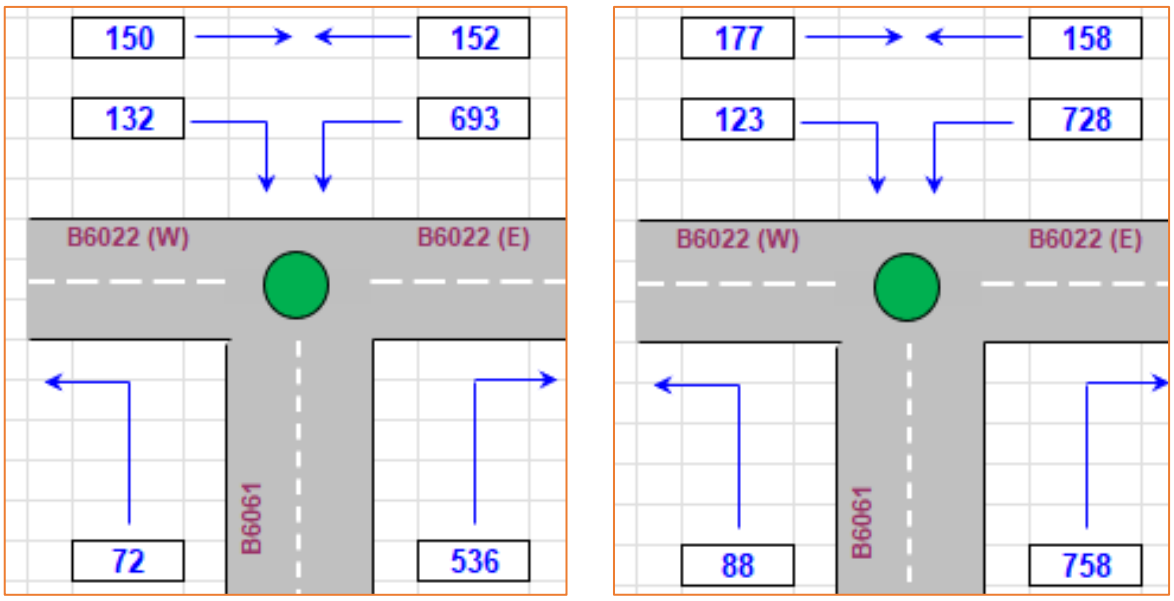


Figure 13: 2024 AM (left) and PM (right) peak hour traffic count at the mini-roundabout

12.2 To gain 2032 assessment year forecasts, the same process reported in the Transport Assessment was repeated. 2024 traffic volumes were increased to 2032 levels by the application of locally specific traffic growth figures of 1.0722 and 1.0754 for the AM and PM peak hours, respectively. These factors allow for traffic from planned development where specific figures are not available. The 2032 Without Development traffic forecasts are in **Figure 14**.

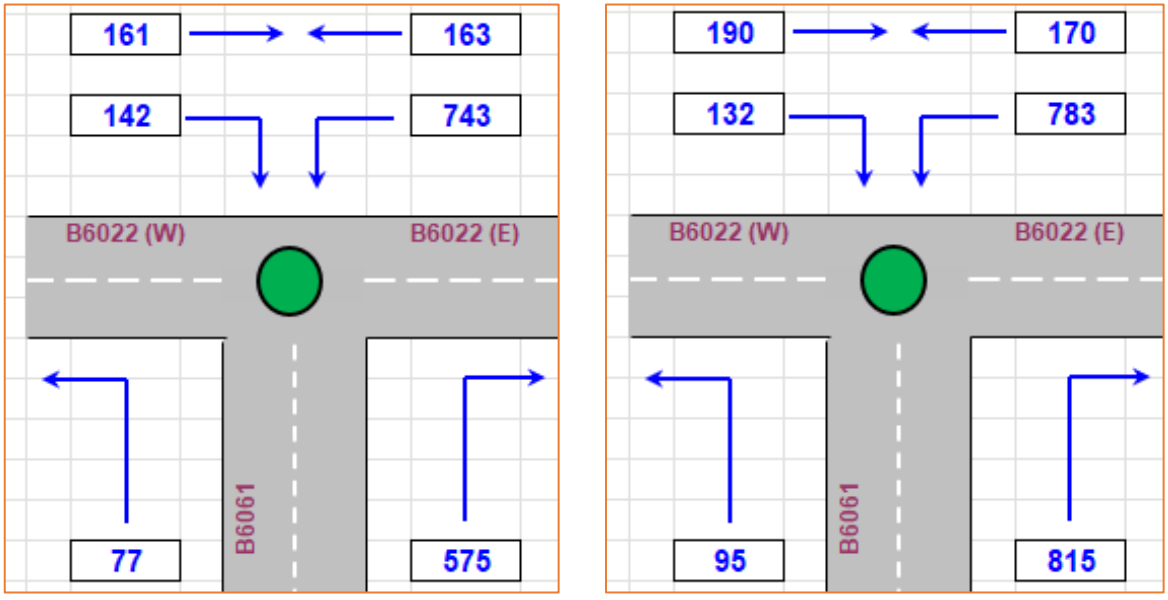


Figure 14: 2032 AM (left) and PM (right) peak hour Without Development traffic forecast

12.3 From the figures above, the table below shows the total inflow to the mini-roundabout from all approaches, and the traffic flows over the level crossing that is west of the mini-roundabout. The highest flows are forecast for the evening peak hour, when in 2032 the inflow to the mini-roundabout would be 2,185 vehicles.

Without Development all vehs	junction inflow	traffic over level crossing	
		westbound	eastbound
2024 AM peak hour	1,736	224	282
2032 AM peak hour	1,862	240	303
2024 PM peak hour	2,032	246	300
2032 PM peak hour	2,185	265	322

With Development

12.4 Section 4 set out the development's travel demands of 188 and 178 vehicles in the AM and PM peak hours. Based on a distribution and assignment process agreed with NCC, 40.1% of the development traffic is forecast to route to and from the west of the proposed site access on Newark Road. That traffic splits at the mini-roundabout, as shown in **Figure 15 and 16**.

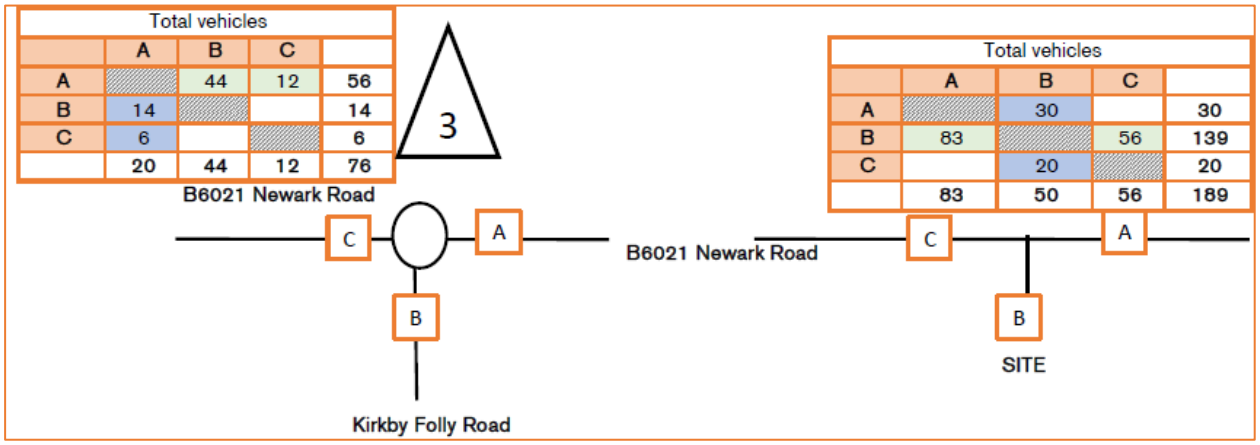


Figure 15: AM peak hour development traffic

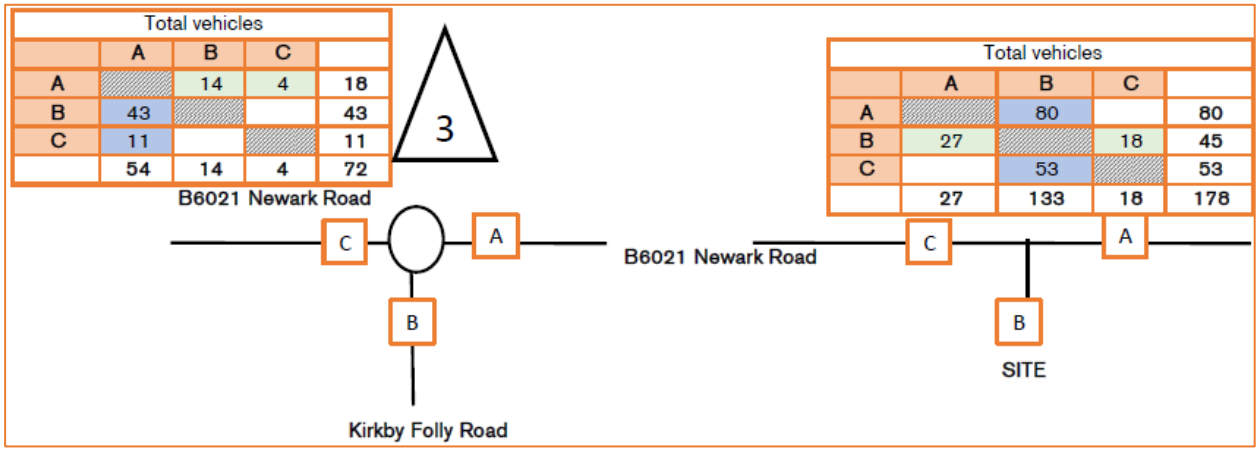


Figure 16: PM peak hour development traffic

12.5 From these figures, the table below shows the development traffic inflow to the mini-roundabout from all approaches. In the evening peak hour, there would be an additional 72 vehicles, a 3.3% increase on 2032 Without Development (=72/2,185). The table also shows the increase in traffic

over the level crossing, which is a modest 18 and 15 vehicles in the morning and evening peak hours, respectively.

development traffic all vehs	junction inflow	traffic over level crossing	
		westbound	eastbound
AM peak hour	76	12	6
PM peak hour	72	4	11

13.0 CAPACITY ANALYSIS OF THE NEWARK ROAD/KIRKBY FOLLY ROAD MINI-ROUNDABOUT

13.1 The existing mini-roundabout, and the Sutton Junction level crossing to its west, are shown in **Figure 17**.

- The Newark Road (East) arm widens to two lanes for a significant distance in advance of the give-way line. That allows a lengthy queue of ahead traffic in the outside lane to build up before it blocks the left turning traffic in the inside lane. That is helpful when the level crossing barriers go down and the ahead movement is blocked.
- The same is true on the Kirkby Folly Road approach, where a lengthy inside left turn lane gives storage space for a queue without blocking the right turners.
- Newark Road (West) is the arm that passes over the level crossing. There is 40m between the mini-roundabout's give-way line and the level crossing with stacking space for a queue of 7 vehicles. As shown by the picture, where the barriers are down, there is stacking space for four vehicles leaving the mini-roundabout in a westwards direction in advance of the level crossing's stop line.

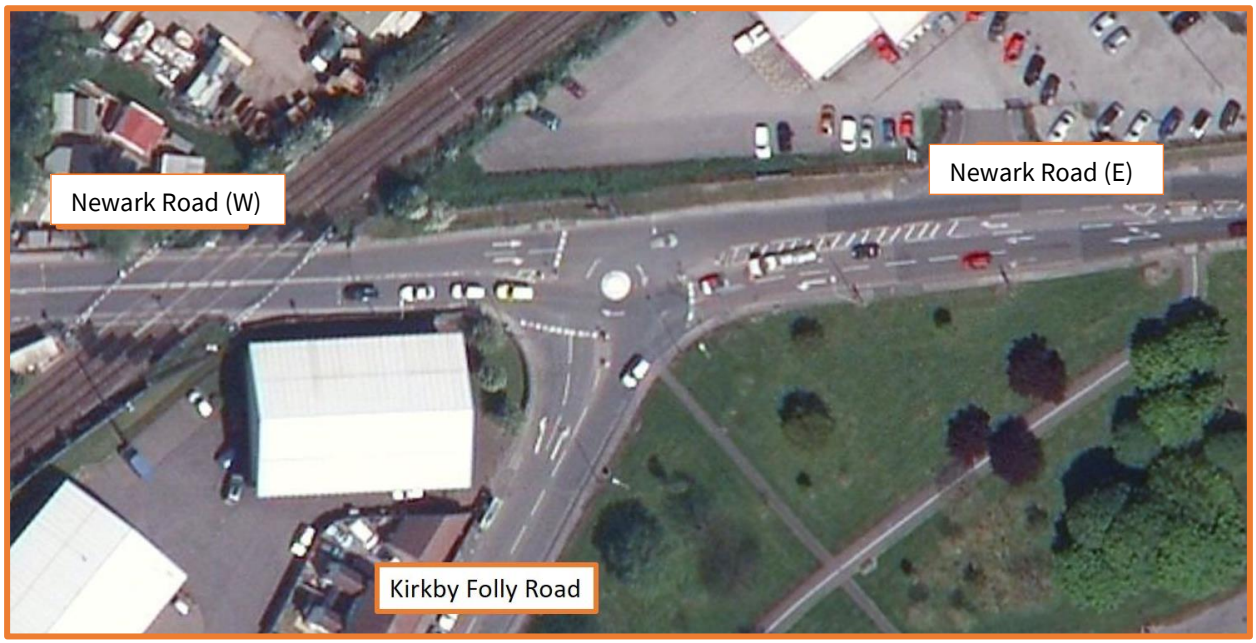


Figure 17: existing Newark Road/Kirkby Folly Road mini-roundabout

13.2 The Transport Assessment reported on the modelling of the mini-roundabout using ARCADY. Remodeling using the 2024 Observed, 2032 Without Development, and 2032 With Development traffic flows, described above, the mini-roundabout would operate as summarised in the table below (full results are in **Appendix G**).

	AM peak hour			PM peak hour		
	Queue (veh)	Delay (s)	RFC	Queue (veh)	Delay (s)	RFC
	2022 Observed – existing layout					
Newark Rd (E)	2.7	10.52	73%	3.1	11.57	76%
Kirkby Folly Rd	2.8	15.33	74%	25.0	95.48	1.1%
Newark Rd (W)	0.5	6.15	35%	0.7	7.50	41%
	2032 Without Development – existing layout					
Newark Rd (E)	3.7	13.76	79%	4.6	16.45	83%
Kirkby Folly Rd	4.0	21.04	81%	54.6	181.19	110%
Newark Rd (W)	0.6	6.61	38%	0.8	7.97	44%

	2032 With Development – existing layout					
Newark Rd (E)	5.0	17.76	84%	5.1	17.91	84%
Kirkby Folly Rd	4.7	24.07	83%	78.6	277.06	115%
Newark Rd (W)	0.6	6.82	39%	0.8	8.23	46%
	2032 With Development – mitigation layout					
Newark Rd (E)	3.6	12.43	79%	3.6	12.50	79%
Kirkby Folly Rd	3.6	18.06	79%	52.8	167.11	109%
Newark Rd (W)	0.6	6.47	38%	0.8	8.31	46%

13.3 In 2032 With Development, on the approach from Newark Road (West), in both the morning and evening peak hours, there would be an average maximum queue of less than one vehicle and an average delay of less than 10 seconds per vehicle. A maximum queue of less than one vehicle is much less than the 7 vehicles stacking space between the mini-roundabout and the level crossing. Thus, in normal operation, there would be no interaction with the level crossing.

13.4 Considering all approaches, in 2032 With Development, in the morning peak hour, the mini-roundabout would operate at 84% of its capacity, with modest queues and delays.

13.5 The evening peak hour is the worst case. The development adds 72 vehicles to the mini-roundabout in an evening peak hour, an increase of just 3.3%. However, 43 of those vehicles would be on Kirkby Folly Road, and that approach would be overcapacity, deteriorating from 110% of capacity without development to 115% with development. For that reason, a mitigation scheme was proposed.

13.6 The mitigation scheme alters the kerblines to increase the flare length and entry widths on each approach, allowing more traffic through the give-way line. Importantly, the proposed works also provide an enlarged refuge on Kirkby Folly Road to improve the pedestrian crossing facilities, and a widened footway along the northern side of Newark Road. The proposed works are shown in **Drawing ADC1580-DR-004-P8** in Appendix A [CD 1.28]. The design was subject to an independent Road Safety Audit, and was approved by NCC.

13.7 The mitigation scheme would operate as shown by the results in the table above. The works provide a better than nil-detriment solution that mitigates the development traffic impact by reducing queuing and delay on each approach, hence providing an overall betterment. In the worst case evening peak hour, Kirkby Folly Road would operate at 109% of capacity with the development, better than the existing layout's 110% without development. Queues and delays would also reduce.

13.8 Therefore, the mitigation scheme provides benefit to the pedestrians crossing the junction, addresses any potential safety issues, mitigates the development traffic increases, and provides an overall betterment to the existing situation. NCC accepted these findings and recommended the works be secured by condition.

14.0 INTERACTION BETWEEN THE LEVEL CROSSING AND THE MINI-ROUNDABOUT

Traffic demands

14.1 From the analysis above, the mini-roundabout does not cause queueing problems at the level crossing in normal operation. However, that normal operation does not take account of times when the barriers go down and traffic is stopped. The barriers go down for an average of 3 minutes and 3 seconds.

14.2 From the traffic calculations in Section 12, the morning and evening peak hours were identified as 07:30 to 08:30 and 16:30 to 17:30. It is during these periods when traffic flows are highest. From the train timetable in **Appendix E**, there are departures from Sutton Parkway station at the following times during those weekday periods:

- northbound AM 07:56 PM 16:56 and 17:25
- southbound AM 07:51 and 08:18 PM 16:18 and 17:18

14.3 Thus, the evening peak hour is the worst case, with four barrier closures in the hour. The 2032 Without Development PM peak hour traffic flows over the level crossing are forecast to be:

- eastbound 322 vehicle per hour = 16 vehicles in 3 minutes and 3 seconds
- westbound 265 vehicles per hour = 13 vehicles in 3 minutes and 3 seconds

Westbound traffic

14.4 A flow of 13 vehicles prevented from travelling westbound over the level crossing will fill the space between the level crossing and queue back on Kirkby Folly Road and Newark Road (East). That is what happens now, and it extends the queues on those approaches. As noted above, the approaches are designed to accommodate that, with stacking space in the outside ahead lane on Newark Road, and on the inside left turn lane on Kirkby Folly Road.

14.5 This is the existing situation. It is unrelated to the development. What must be judged is whether the development makes matters worse.

14.6 The development demand in the evening peak hour is 4 westbound vehicles over the level crossing, coming from Newark Road. That is 0.2 vehicles in 3 minutes and 3 seconds. That is the additional queue that will be created on Newark Road by the development traffic. It is a marginal increase that would not have a severe impact on congestion.

Eastbound traffic

14.7 A flow of 16 vehicles prevented from travelling eastbound over the level crossing will form a queue extending back from the level crossing along Newark Road. That is not a concern, as there is plenty of space to accommodate that queue. However, when the barriers go up, that queue is released as a platoon and will move forward over the level crossing to the give-way line at the mini-roundabout. A queue of 16 vehicles will initially and for a short duration extend back over the level crossing.

14.8 However, this approach to the mini-roundabout has plenty of spare capacity. The queue therefore quickly dissipates. Plus, just after the barriers go up is when the longest queues occur. That is also when there is the longest time before the barriers go down again. Given the peak of four trains an hour, there will be around 15 minutes until the barriers come down again, which is ample time for any queue to dissipate as traffic travels eastwards through the mini- roundabout.

14.9 Queueing over the level crossing could in theory be a safety issue. However, it is an established and existing matter that is managed by various measures. The measures include the warnings and signalling to trains. They also include the warnings and signalling to drivers, the hatched yellow box markings, and the widened approaches to the mini-roundabout that store queues without blocking other movements. Again, it is also the existing situation, and the accident records shows no accidents have occurred in association with the level crossing over the 24 years that data is available (1999 to 2022 inclusive). It is unrelated to the development. What must be judged is whether the development makes matters worse.

14.10 The development demand in the evening peak hour is 11 eastbound vehicles over the level crossing. That is 0.6 vehicles in 3 minutes and 3 seconds. That is the additional queue that will be created by the development traffic. It is a marginal increase. Adding 0.6 vehicles on to the end of a 16 vehicle queue will not affect the safety risk. The development would not have an unacceptable impact on highway safety or congestion.

15.0 CONCLUSIONS ON MAIN ISSUE 5 - SAFETY AND PERFORMANCE OF THE ROAD NETWORK

15.1 Main Issue 5 is about the effects on the safety and performance of the local highway network, with particular reference to the proximity of the Newark Road level crossing.

15.2 The key test as to the acceptability of the development is paragraph 116 of the NPPF (December 2024):

> *"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios."*

15.3 The Transport Assessment that supported the planning application examined the highway safety and capacity impacts of the development over a wide study area beyond which the development would not materially alter traffic volumes. Mitigation works were proposed where necessary.

15.4 Specifically around the Newark Road level crossing, the Transport Assessment reported on a survey of the level crossing, how long barriers were down, and a capacity analysis of the Newark Road/Kirkby Folly Road mini-roundabout. A mitigation scheme was proposed at the mini-roundabout, which was approved by NCC. There was no objection from Network Rail.

15.5 For this evidence, the assessments have been brought up to date. There have been no accidents at the level crossing in the 24 years for which data is available (1999 to 2022). In the last five years, there have been accidents at the mini-roundabout. However, there is no common causal factor amongst the accidents and none were caused by the level crossing.

15.6 The development will add 76 and 72 traffic movements to the mini-roundabout in a morning and evening peak hour, respectively. That is an increase of 3.3% on the forecast traffic volumes in the 2032 evening peak hour, when traffic volumes would be greatest. The Kirkby Folly Road approach to the mini-roundabout would be overcapacity in the evening peak hour, even without the development. Nevertheless, to mitigate the development traffic increases, a scheme is proposed that provides a better than nil-detriment improvement to the capacity of the mini-roundabout. Importantly, it also improves the pedestrian facilities and ability to cross Kirkby Folly Road on the key east-west desire line between the development and the town centre.

15.7 The Newark Road (West) approach to the mini-roundabout will operate with plenty of spare capacity, and minimal queues and delays. In normal operation, there would be no interaction between the mini-roundabout and the level crossing. The development will add 18 and 15 traffic movements over the level crossing to the west of the mini-roundabout in the morning and evening peak hours, respectively.

15.8 The level crossing has greatest impact in the evening peak hour, when the barriers come down four times. On average, the barriers are closed for 3 minutes and 3 seconds.

15.9 In the worst case 2032 evening peak hour, that will lead to an eastbound queue at the level crossing of 16 vehicles. The additional development traffic added to that queue would be 0.6 vehicles. Once released, that queue of traffic moves forward over the level crossing in a platoon, and gives-way at the mini-roundabout. However, the Newark Road (West) approach to the mini-roundabout operates with plenty of spare capacity and minimal delay and hence the queue quickly dissipates. There are numerous measures in place to manage that situation, on both the rail and road network.

15.10 In the worst case 2032 evening peak hour, the level crossing closure will lead to a westbound queue at the level crossing of 13 vehicles. That queue fills the space between the level crossing and the mini-roundabout. Queues build on Kirkby Folly Road, where there is stacking space in the inside left turning lane approach to the mini-roundabout. On the Newark Road (East) approach there is stacking space in the outside lane for ahead traffic. The additional development traffic added to the queue on Newark Road would be 0.2 vehicles.

15.11 Overall, the development traffic added to the road network will be managed by an agreed set of interventions. Around the level crossing there would not be an unacceptable impact on highway safety. The residual impact, after the improvement to the mini-roundabout, would be a betterment and therefore not severe. The change to queueing at the level crossing would be minimal.

15.12 That is my conclusion. The view of the independent regulator, which is the local highway authority, NCC, was the same. They are ultimately responsible for the highway network, and rightly unwilling to take on liabilities that might result from development proposals.

15.13 As noted in the Statement of Common Ground, for both the 2017 and 2022 applications, NCC raised no objections subject to obligations and conditions. Both applications included lengthy discussions with NCC that fully tested all the assumptions, calculations, and impact testing. That impact testing included the Newark Road/Kirkby Folly Road mini-roundabout, the level crossing, and the interactions between the two. It included the wider highway network beyond those locations. In concluding that they had no objection, NCC were also convinced that there would not be an unacceptable impact on highway safety, or a severe impact on the capacity of the road network.

16.0 SUMMARY AND CONCLUSIONS

16.1 I am David Cummins, a Chartered Engineer with 30 years of post-graduation experience in the planning, design, and assessment of transport infrastructure. I have been advising on the proposed development since January 2017. We provided advice to support the 2017 planning application, as well as the 2022 application that is the subject of this appeal. We prepared the transport reports that supported the applications. I am familiar with the appeal site and the surrounding area having visited on many occasions.

16.2 Nottinghamshire County Council (NCC), the local highway authority, raised no objection to the proposals. Their view is important, as they are the independent regulator, the local highway authority. They have now assessed the development through two planning applications, raising no objection on both occasions.

16.3 The first Main Issue in the appeal is whether the location of the development is sustainable. In Section 9, I provide my conclusions on that Main Issue. In summary, the evidence shows that the development will be in a highly sustainable location. It will be adjacent to the largest settlement in the Borough, and close to Mansfield, the largest settlement in the neighbouring District. It will be surrounded by numerous amenities, employment, education, retail, medical, and leisure destinations. The infrastructure available to reach those locations is already excellent, and will be enhanced by the development. That infrastructure includes pedestrian and cycle facilities, a railway station, and bus facilities. The appellant will contribute the funds requested by NCC to allow buses to route close, or into, the development and make it more accessible by bus.

16.4 The fifth Main Issue is about the effects on the safety and performance of the local highway network, with particular reference to the proximity of the Newark Road level crossing. In Section 15, I provide my conclusions on that Main Issue. In summary, the evidence shows that the development traffic added to the road network will be managed by an agreed set of interventions. Around the level crossing there would not be an unacceptable impact on highway safety. The residual impact, after the improvement to the Newark Road/Kirkby Folly Road mini-roundabout, would be a betterment and therefore not severe. The change to queueing at the level crossing caused by the development would be minimal.

16.5 Overall, therefore, in my opinion, the development would be in a highly sustainable location and the development would ensure that the opportunities for sustainable transport are taken up. The proposed development would not create an unacceptable impact on highway safety. It would not have a severe impact on the road network. It would comply with the NPPF and policy ST1, and should not be prevented on highways grounds.

APPENDICES (SEPARATELY BOUND)

PROOF OF EVIDENCE OF DAVID CUMMINS
BEng(Hons) MSc CEng MCIHT MCILT

APPENDICES

HIGHWAYS MATTERS

ON BEHALF OF THE APPELLANT, HALLAM LAND MANAGEMENT

LAND AT JUNCTION OF NEWARK ROAD, COXMOOR ROAD, SUTTON IN ASHFIELD, NOTTINGHAMSHIRE

PINS REF: APP/W3005/W/24/3350529
LPA REF: V/2022/0629

ADC Infrastructure Limited, City Buildings, 34-36 Carrington Street, Nottingham, NG1 7FG
tel. 0115 941 4817, www.ADCinfrastructure.com

APPENDICES

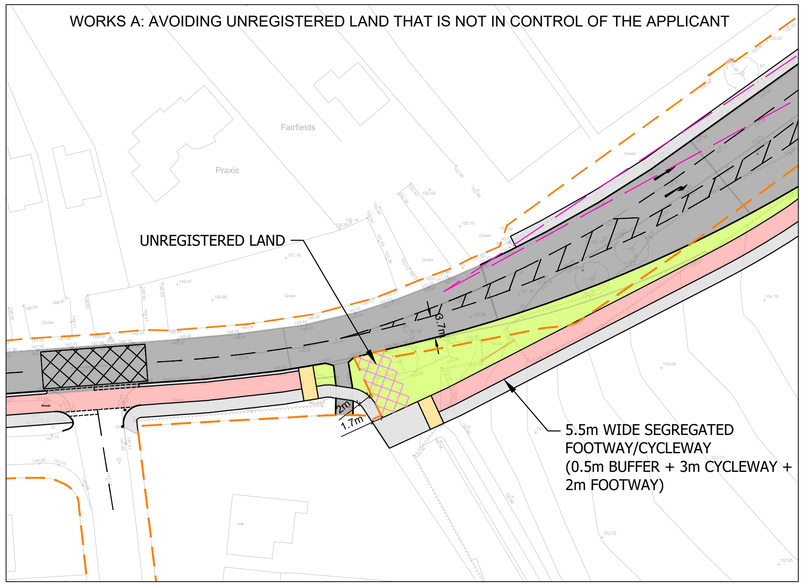
Appendix A	Proposed works drawings:	
	CD1.25	ADC1580-DR-012-P12 Updated Access Arrangement
	CD1.27	ADC1580-DR-005-P11 Coxmoor Road-Hamilton Road mitigation
	CD1.26	ADC1580-DR-006-P7 Newark Road Improvement
	CD1.23	ADC1580-DR-013-P8 Footway/Cycleway Connections
	CD1.28	ADC1580-DR-004-P8 Newark Road Kirkby Folly Road Improvement
Appendix B	Buses report	
Appendix C	Local Facilities Plan	
Appendix D	NCC's cycle guide	
Appendix E	Train timetable	
Appendix F	Level Crossing survey	
Appendix G	ARCADY output	

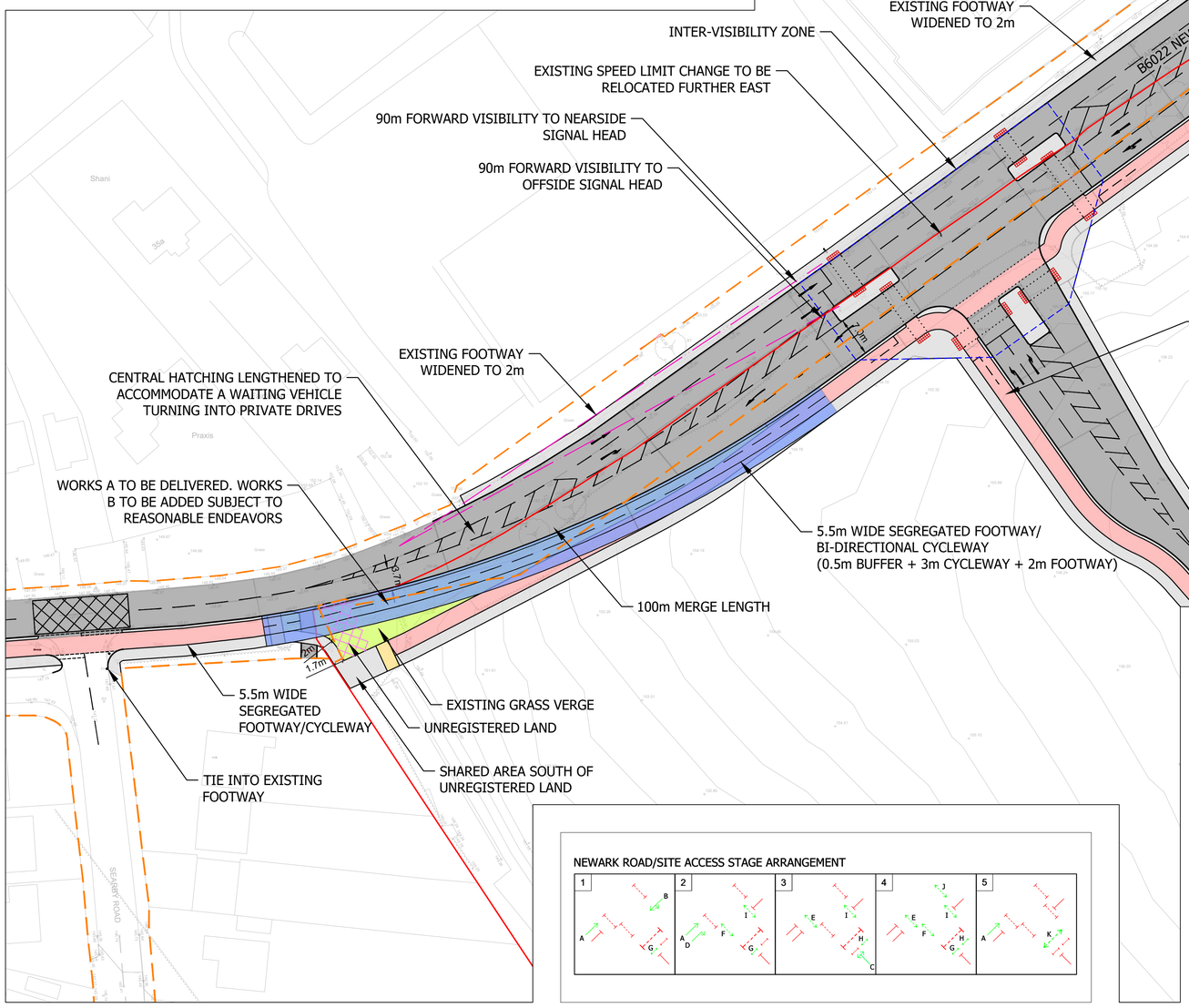
APPENDIX A

PROPOSED WORKS DRAWINGS

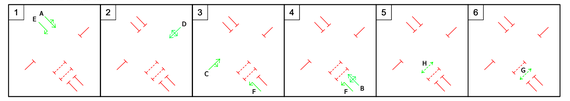
CD1.25	ADC1580-DR-012-P12 Updated Access Arrangement
CD1.27	ADC1580-DR-005-P11 Coxmoor Road-Hamilton Road mitigation
CD1.26	ADC1580-DR-006-P7 Newark Road Improvement
CD1.23	ADC1580-DR-013-P8 Footway/Cycleway Connections
CD1.28	ADC1580-DR-004-P8 Newark Road Kirkby Folly Road Improvement

WORKS A: AVOIDING UNREGISTERED LAND THAT IS NOT IN CONTROL OF THE APPLICANT



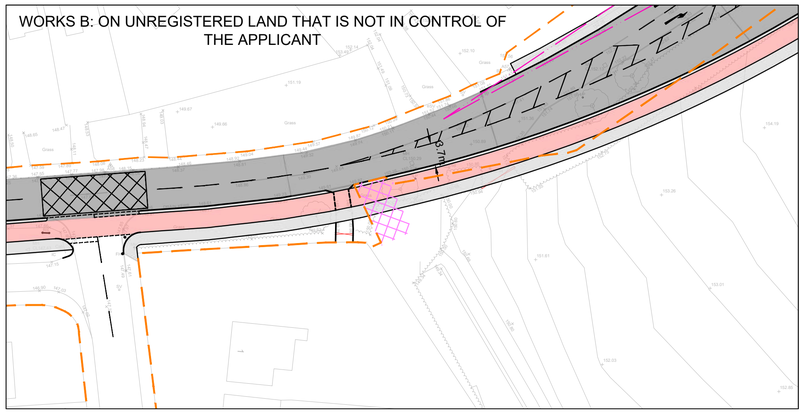


COXMOOR ROAD/NEWARK ROAD/CAULDWELL ROAD
STAGE ARRANGEMENT



NEWARK ROAD/SITE ACCESS STAGE ARRANGEMENT

WORKS B: ON UNREGISTERED LAND THAT IS NOT IN CONTROL OF THE APPLICANT



Notes

1. Do not scale this drawing. All dimensions must be checked/ verified on site. If in doubt ask.
2. This drawing is to be read in conjunction with all relevant architects, engineers and specialists drawings and specifications.
3. All dimensions in metres unless noted otherwise. All levels in metres unless noted otherwise.
4. Any discrepancies noted on site are to be reported to the engineer immediately.

HIGH FRICTION SURFACING (HFS) TO BE PROVIDED ON ALL ARMS OF THE PROPOSED JUNCTION IN ACCORDANCE WITH DMRB CD236

Rev	Date	Description	Dr	Rev
P12	18.06.24	Updated following NCC comments	MT	DC
P11	22.05.24	Updated following comments	MT	DC
P10	15.05.24	Updated following mtg with NCC	MT	DC
P9	07.03.24	Updated and re-issued	MT	DC
P8	27.09.23	Issued to NCC for discussion	MT	DC
P7	19.09.23	Revised following client comments	MT	DC
P6	31.08.23	Revised following client comments	MT	DC
P5	23.08.23	Revised following NCC comments	MT	DC
P4	04.08.23	Revised following NCC comments	MT	DC
P3	28.03.23	Additional right turn storage	MT	DC
P2	21.02.23	Additional notes added	MT	DC
P1	12.12.22	Preliminary issue	MT	DC

Client:
Hallam Land Management

Project:
Land at Newark Road, Sutton in Ashfield

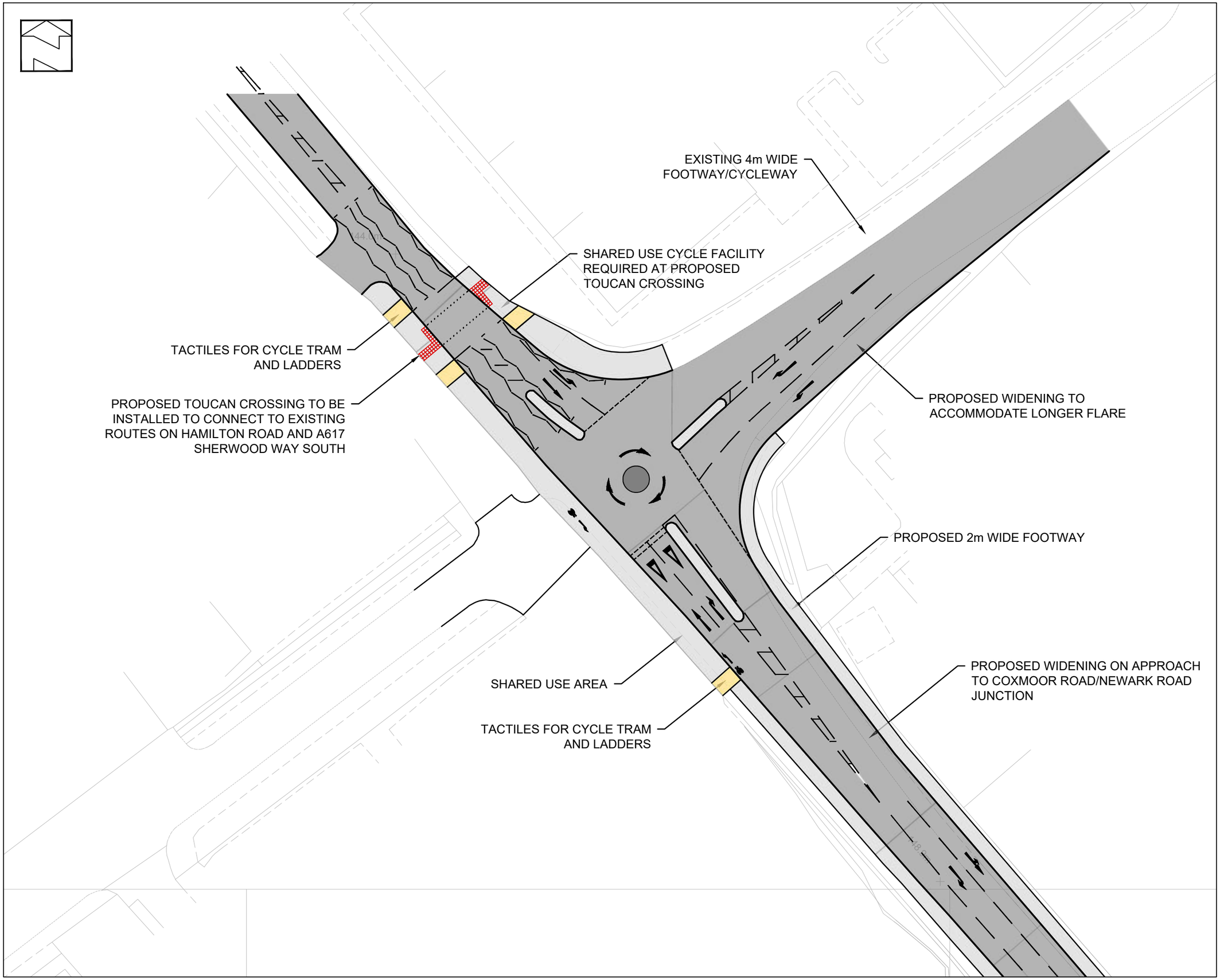
Title:
Proposed Access Junction Layout

ADC INFRASTRUCTURE

Drawn:	Reviewed:	
M. Tatler	D. Cummins	
Size: A1	Scale: 1:500	Date: 12/12/2022

Status: FOR COMMENT

Project Reference	Type	Number	Revision
ADC1580-DR-		012	P12



Notes

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2. This drawing is to be read in conjunction with all relevant architects, engineers and specialists drawings and specifications.

3. All dimensions in metres unless noted otherwise. All levels in metres unless noted otherwise.

4. Any discrepancies noted on site are to be reported to the engineer immediately.

Rev	Date	Description	Dr	Rev
P11	18.06.24	Updated following NCC comments	MT	DC
P10	15.05.24	Updated following mtg with NCC	MT	DC
P9	25.08.23	Revised to ATF LCWIP	MT	DC
P8	03.08.23	Revised to ATF LCWIP	MT	DC
P7	15.04.19	Revised following RSA comments	MT	DC
P6	25.01.19	Revised Scheme	MT	DC

Client:
Hallam Land Management

Project:
Proposed Residential Development Newark Road, Sutton in Ashfield

Title:
Proposed Improvement Scheme
B6139 Coxmoor Road/Hamilton Road

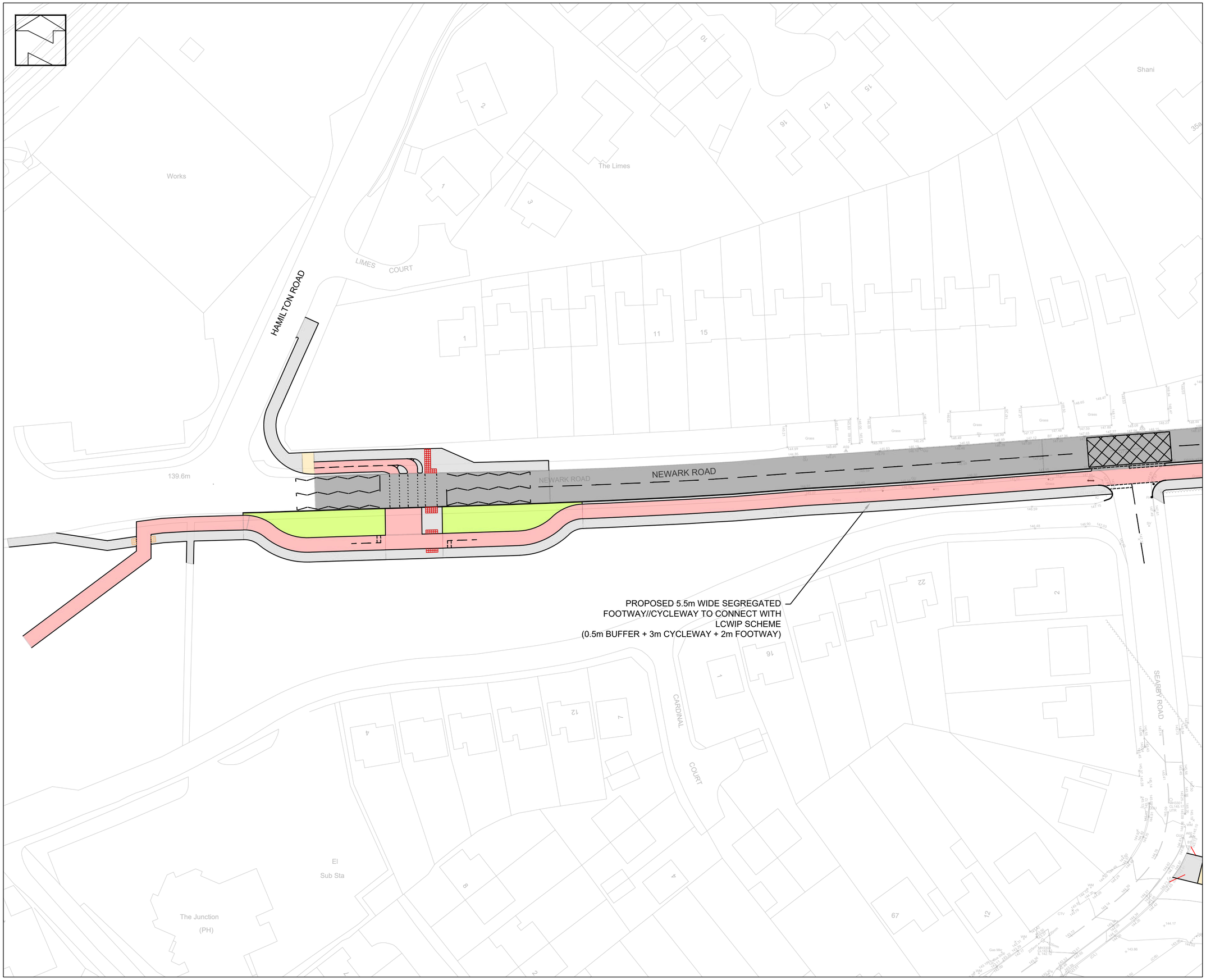
ADC INFRASTRUCTURE

Drawn:	Reviewed:
M. Tatler	D. Cummins

Size:	Scale:	Date:
A3	1:500	17 / 07 / 2017

Status:
PRELIMINARY ISSUE

Project Reference	Type	Number	Revision
ADC1580-DR-		005	P11



Notes

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2. This drawing is to be read in conjunction with all relevant architects, engineers and specialists drawings and specifications.
3. All dimensions in metres unless noted otherwise. All levels in metres unless noted otherwise.
4. Any discrepancies noted on site are to be reported to the engineer immediately.

Rev	Date	Description	Dr	Rev
P7	18.06.24	Updated following NCC comments	MT	DC
P6	15.05.24	Updated following mtg with NCC	MT	DC
P5	31.08.23	Updated layout following comments	MT	DC
P4	25.08.23	Updated to include LCWIP scheme	MT	DC
P3	22.06.22	Updated following RSA comments	MT	DC
P2	15.03.22	Updated drawing reference	MT	DC
P1	01.08.17	Preliminary issue	MT	DC

Client:

Hallam Land Management

Project:

Land at Newark Road,
Sutton in Ashfield

Title:

Proposed Footway/Cycleway
Scheme on Newark Road

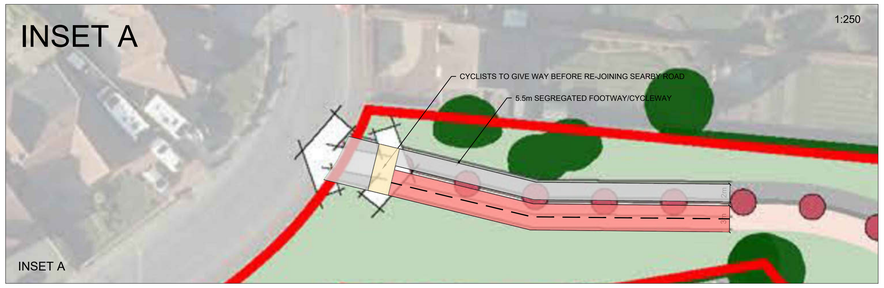
ADC INFRASTRUCTURE

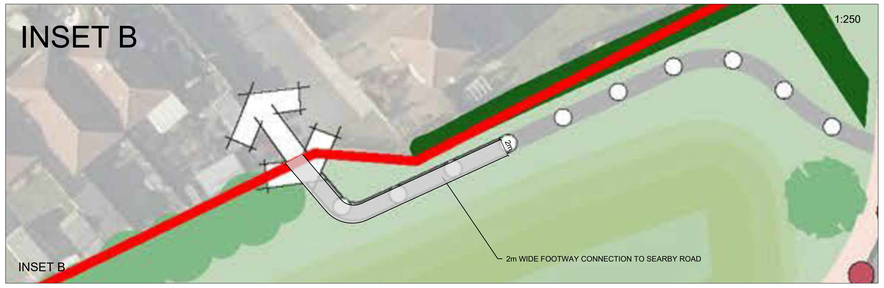
Drawn:	Reviewed:	
M. Tatler	D. Cummins	
Size: A2	Scale: 1:500	Date: 01 / 08 / 2017

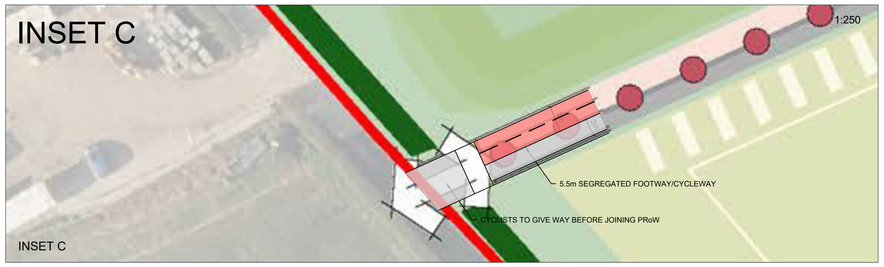
Status:

PRELIMINARY ISSUE

Project Reference	Type	Number	Revision
ADC1580-DR-		006	P7







Notes

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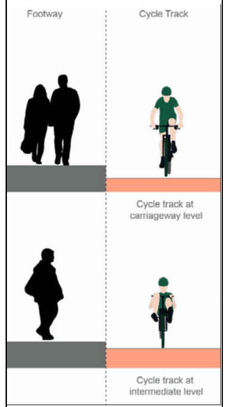
3. All dimensions in metres unless noted otherwise. All levels in metres unless noted otherwise.

4. Any discrepancies noted on site are to be reported to the engineer immediately.



EXTRACT OF FIGURE 6.3 OF LTN 1/20
CROSS SECTION OF CYCLE TRACKS WITH FULL KERB SEPERARATION

Rev	Date	Description	Dr	Rev
P8	30.05.24	Updated masterplan	MT	DC
P7	15.05.24	Updated following mtg with NCC	MT	DC
P6	07.02.24	Updated masterplan	MT	DC
P5	27.09.23	Updated footway/cycleway	MT	DC
P4	20.09.23	Updated access arrangement	MT	DC
P3	31.08.23	Third issue	MT	DC
P2	25.08.23	Second issue	MT	DC
P1	05.04.23	First issue	MT	DC

Client:
Hallam Land Management

Project:
Proposed Residential Development Newark Road, Sutton in Ashfield

Title:
Pedestrian / Cycle Access Strategy

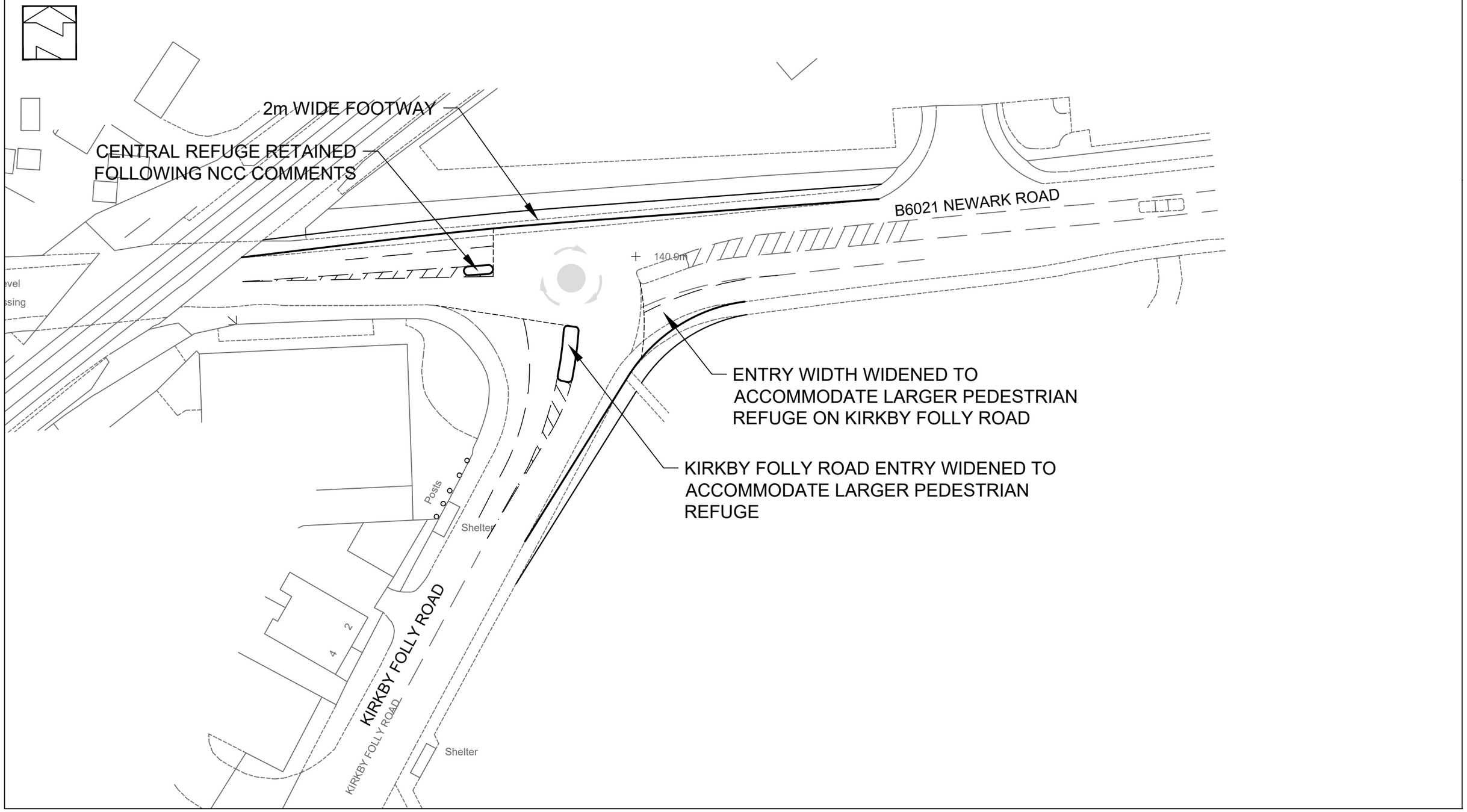
ADC INFRASTRUCTURE

Drawn:	Reviewed:
M. Tatler	D. Cummins

Size:	Scale:	Date:
A0	As Shown	05/04/2023

Status:
PRELIMINARY ISSUE

Project Reference	Type	Number	Revision
ADC1580-DR-		013	P8



Rev	Description	Date
P8	Revised layout following NCC comments	01/04/19
P7	Revised to accommodate HGVs	12/02/19
P6	Revised layout following comments	31/01/19
P5	Revised layout following comments	30/08/18
P4	Revised layout following RSA comments	02/05/18
P3	Revised Junction Layout	11/04/18

Project:

Proposed Residential Development Newark Road, Sutton in Ashfield

Title:

Proposed Improvement Scheme Newark Road / Kirkby Folly Road

Client:

Hallam Land Management

ADC INFRASTRUCTURE

Drg Size:	Scale:	Date:
A3	1:500	15/06/2017

Drg No:	Rev:
ADC1580-DR-004	P8

APPENDIX B

BUSES REPORT

David Cummins

From: Robin Riley <robin.riley@nottscc.gov.uk>
Sent: 17 December 2024 11:59
To: David Cummins
Cc: Luke Willetts
Subject: RE: Newark Rd, Sutton
Attachments: NCC REV. ADC1580-RP-T-v4 (SoCG buses - text).docx; ADC1580-RP-T-v5 (buses - bound).pdf

Good morning, David,

Thank you for the follow-up email with a copy of the report (ADC1580-RP-T-v5). The report accurately covers our discussions at the 21/11/2024 meeting with trentbarton. I've attached the original Draft of the SOCG which includes a couple of suggested non-material track changes at 2.3 and 3.1 (plus minor typo at 3.23). However, with the information that you shared last week about today's Planning Inspector deadline and my non-availability since our discussion, it is accepted that these non-material changes might not be included with the submitted report.

Best regards,
Robin

Robin Riley
Development & Funding Manager | Transport and Travel Services
Place Department | Nottinghamshire County Council
County Hall | West Bridgford| Nottingham | NG2 7QP
Tel: 0115 9774520
Working days: Mon, Tues, Weds (Thurs on alternate weeks)

From: David Cummins <david.cummins@ADCinfrastructure.com>
Sent: Monday, December 16, 2024 7:05 AM
To: Robin Riley <robin.riley@nottscc.gov.uk>
Cc: Luke Willetts <Luke.Willetts@nottscc.gov.uk>
Subject: Newark Rd, Sutton

Morning Robin

Thank you for the meeting on 21 November 2024 about bus services to serve the Hallam Land Management development at Newark Road, following your formal consultation response on the same the subject, and our subsequent discussions. I have produced the attached report (ADC1580-RP-T-v5), which aims to faithfully reproduce those discussions in report format, and in effect forms the minutes of our meeting.

I should like to include that report as an appendix to my proof of evidence to be submitted to the Planning Inspectorate on Tuesday (17/12/2024). It would be very helpful, and apologies for the short timeframe, if you could provide a short reply on Monday (16/12), to confirm that the report accurately reproduces our discussions at the meeting.

Very many thanks
David Cummins BEng(Hons) MSc CEng MCIHT MCILT
Director – ADC Infrastructure Limited
mob: 07968 021158

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