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Dear Sirs

17<sup>th</sup> December 2018

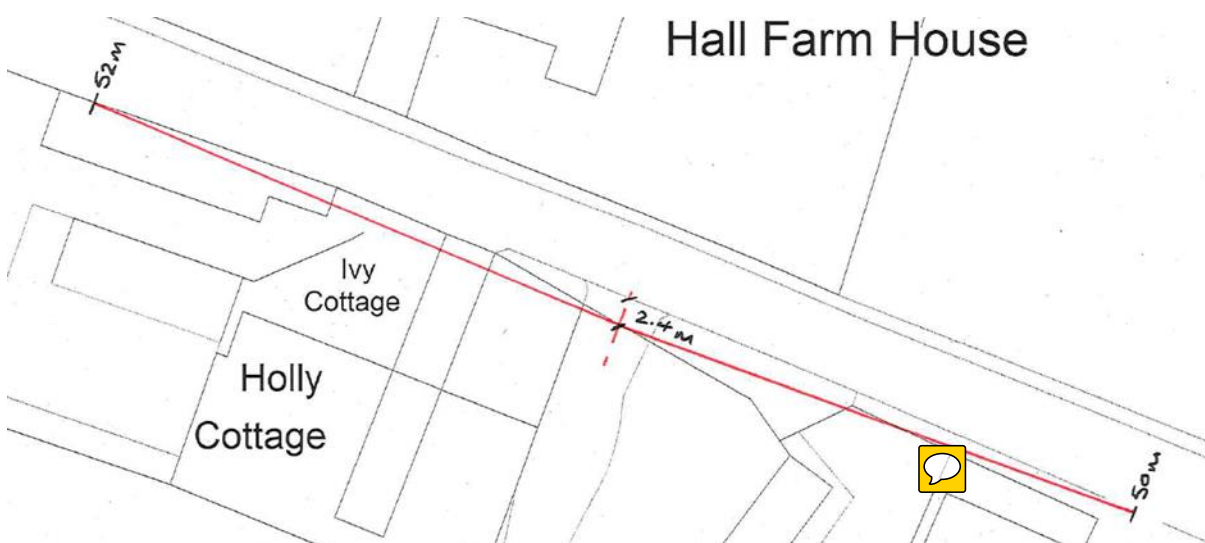
### Highway Authority Representation - Everton Development Plan

The A631 Gainsborough Road is one of the highest category of road that the County Council is responsible for. In 2016 the Annual Average Daily Traffic flow was 8,350 through Everton of which 8.7% were heavy goods vehicles. Its main function is that of a district distributor road. A modern 'A' road of this nature would be a derestricted 10m wide single carriageway likely having 3m shared use cycleway/footway on both sides separated from the carriageway by 0.5m margins. There would be no direct frontage access.

A March 2017 vehicle speed assessment measured the 85th percentile speed of traffic at 32.5mph eastbound and 31.5mph westbound in the vicinity of Hall Farm. This would equate to a Manual for Streets 2 visibility splay requirement of 2.4m x 52.5m to the west and 2.4m x 50.1m to the east.

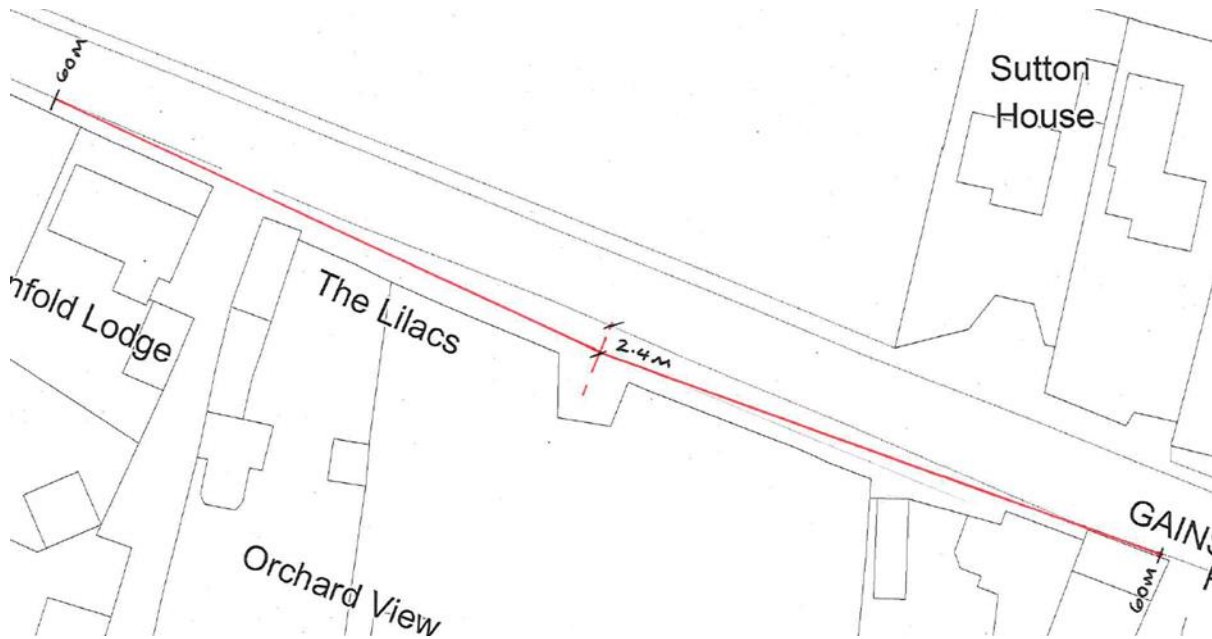
The only feasible point of access to Hall Farm within the proposed allocation area is on the eastern side of the site through what is an existing access. The aforementioned visibility splays are not achievable due to adjacent boundary walls and the building line.

### Site 2 – Hall Farm, Gainsborough Road



Although the speed of traffic passing The Willows could reasonably be expected to be higher than that passing Hall Farm being closer to the edge of the village 30mph speed-limit, visibility splays in excess of 2.4m x 60m are achievable. Consequently the Highway Authority has no concerns with respect visibility from this potential allocation.

### Site 3 – The Willows, Gainsborough Road



It is not possible to provide a continuous footway on the southern side of Gainsborough Road due to the proximity of buildings to the edge of carriageway within the Hall Farm complex. The remaining available verge width between The Willows and the Sun Inn would prevent the creation of a standard 2.0m footway over much of this length without obtaining third party land.

Due to the nature of the road serving both sites, the limited available visibility splays for vehicles emerging from Hall Farm, and the lack of footway provision on the south side of Gainsborough Road, the Highway Authority does not support either allocation in favour of other potential sites throughout the village that are not served from a busy 'A' road. However, Hall Farm has an existing agricultural use. Therefore, some limited residential development would be difficult to resist if no worse than existing. The Willows does offer the opportunity to secure some footway on the southern side of Gainsborough Road to the benefit of all dwellings that it would link. If this were the case, the Highway Authority would be prepared to accept a limited amount of residential development say up to 5 dwellings on each site including existing dwellings. A capacity of approximately 10 dwellings at 20dph up to 16 dwellings at 30dph for Hall Farm and approximately 19 dwellings at 20dph up to 29 dwellings at 30dph would be well beyond what the Highway Authority would consider a reasonable amount of development given the road conditions.

Yours faithfully

Martin Green  
Principal Officer MIHE  
Nottinghamshire County Council