

BASSETLAW LOCAL PLAN EXAMINATION

RESPONSE OF NOTTINGHAMSHIRE COUNTY COUNCIL TO THE INSPECTORS MATTERS, ISSUES AND QUESTIONS

Matter 6 Housing Allocations

*6.2 Is the site allocated as an urban extension at **Peaks Hill Farm** sound, and in particular:*

- a) Are the various requirements set out in in the policy clear, justified and effective?*
- b) Have the site constraints, indicative yield, development mix and viability considerations been adequately addressed?*
- c) Is there sufficient evidence to demonstrate that the site can be implemented and that all necessary infrastructure and mitigation measures required to support it are achievable and can be delivered?*
- d) Is there evidence that the development of the allocation is viable and developable during the plan period?*
- e) Are there any omissions in the policy, and is it sufficiently flexible?*
- f) Are the main modifications suggested to the Policy necessary to make the plan sound?*

Response of Nottinghamshire County Council

Peaks Hill Farm has been assessed as part of the Bassetlaw Transport Study and briefly mentions the potential for localised junction improvements resulting from further transport assessment.

It also appears in the draft Worksop Central Transport Assessment being prepared in support of the Worksop allocations, but that document is yet to be finalised so more specific detail and potential cost of appropriate local mitigations is still being assessed. As such conclusions regarding appropriate mitigations/costs is not possible at this moment in time as the potential cost of Worksop mitigations has not been factored in.

The County Council as highway authority considers therefore that it is not possible to determine at the present time if all necessary infrastructure and mitigation measures required to support it are achievable and can be delivered, pending finalisation and agreement of the Worksop Transport Assessment (WTA)

The County Council is awaiting the amended version of the WTA following comments made on an initial draft version in February 2022 and also on further technical assumptions in September 2022. This will allow the impacts of the Worksop Central Area DPD allocations to be assessed alongside the impacts of other allocations in the Local Plan on local junctions and examine appropriate mitigations where these are necessary, taking into account expected trips by various transport modes.

*6.4 Is the site allocated as an urban extension at **Ordsall South** sound*

Response of Nottinghamshire County Council

The County Council remains concerned at the potential impacts of the proposed Ordsall South allocation on the highway network in Ordsall and Retford and considers the proposed mitigations will not effectively deal with these impacts. As such our formal objection to policy 27 Site HS13 remains.

The submitted Retford Transport Assessment (TA) shows that there are a number of junctions within the town that will be over capacity in 2038 if the proposed housing allocations for Retford were to proceed. The TA states that the following junction locations cannot be upgraded because of existing physical constraints:

- A620 Amcott Way/Bridlegate/Hospital Road/North Road
- A638 Arlington Way/Grove Street
- A638 Arlington Way/London Road/Carolgate

Demand management measures such as improvements to bus services within the town are suggested as a potential solution to achieve 'nil detriment' at these locations but this is unlikely to achieve the desired levels of modal shift.

The A620 Amcott Way/Bridlegate junction for example, would require 222 trips to be taken off the highway network per peak hour time period (AM and PM) for this to work. A dedicated bus service serving the development will help some individuals switch from the car to the bus if they work within Retford but the numbers are still going to be relatively small. Bus travel only represent around 2% of journeys to work in Retford. Public Transport colleagues at Nottinghamshire County Council suggest 5% as a realistic public transport target for this development but that will not provide the necessary demand management to mitigate against the traffic impacts on the junctions named above.

In conclusion, the Ordsall-Retford Transport Assessment as revised to 31 May 2022 does not offer any additional reassurance that a development size of 930 dwellings at Ordsall can be accommodated on the highway network. The demand management measures suggested will not reduce car usage to a level that will ensure that there is a nil detriment impact on the junctions identified above.

The affected junctions have physical constraints, and this has severely limited the options available to create appropriate mitigation. The only way to improve capacity would be to acquire/CPO land which the County Council would only do in the most urgent of circumstances.

The County Council considers the impacts upon these key junctions to be severe and notes that already there have been appeal decisions dismissing applications on grounds of highway impact.

Reducing the size of the proposed allocation whilst offering some relief does not guarantee resolving these concerns.

and in particular:

a) Are the criteria set out in in the policy clear, justified and effective?

Response of Nottinghamshire County Council

Policy 27 HS13: 2.m)i. – It is not clear whether this means two points of access to the east and two points of access to the west, or two points of access, one to the east and one to the west. It is also not clear whether this could/should include access from Lansdown Drive. The Retford Transport Assessment May 2022 (RTA), Appendix E is a concept access layout with two roundabouts with two points of access to land to the west and one point of access to land to the east. The image quality is poor, but there are reservations as to whether this layout is feasible, (RTA February 2022 response).

2.m)ii. – The opportunity to provide high quality cycling routes is very limited beyond the site including to Old Ordsall village reference 2.m)iv.

2.m)iii There is no mention of the need to address junction capacity at the Moorgate / Arlington Way traffic signal junction complex. Appeal reference APP/A3010/W/20/3265803 is pertinent. There remains doubt over the deliverability and adequacy of improvements to the listed junctions.

2.m)iv. – There is no evidence to suggest that a traffic calming/management scheme would be effective in discouraging a material increase in traffic from substandard routes when both Main Road, Eaton and Old Ordsall Village are likely to offer the most direct route choices when heading to and from the east (A638 London Road).

2.m)v It should be footway if this is along the Ollerton Road frontage rather than footpath as the footway would be adjacent a carriageway. There is no existing cycle track network to connect to.

b) Have the site constraints, indicative yield, development mix and viability considerations been adequately addressed?

Response of Nottinghamshire County Council

The County Council as local highway authority provided the District Council with comments with respect the Retford Transport Assessment February 2022 Issue 4 on the 18th February 2022 and further comments with respect the Retford Transport Assessment May 2022 Issue 1 on the 29th June 2022. These issues remain unresolved.

c) Is there sufficient evidence to demonstrate that the site can be implemented and that all necessary infrastructure and mitigation measures required to support it are achievable and can be delivered?

Response of Nottinghamshire County Council

The TA for Retford confirms that there are a number of junctions within the town that will be over capacity if the proposed Ordsall housing allocation was to proceed. The TA also goes on to state that there are locations where junction capacity improvements may not be possible because of existing land constraints. The TA offers little evidence that junction capacity mitigation could be achieved by way of demand management measures.

e) Are there any omissions in the policy, and is it sufficiently flexible?

Response of Nottinghamshire County Council

See response to question 6.4a)

6.5 Are the other 6 housing allocations in Retford and the allocation in Tuxford sound, and in particular:

Policy 21: Site HS7: Trinity Farm, Retford (page 90) - 305 dwellings

Policy 22: Site HS8: Milnercroft, Retford (page 93) – 5 dwellings

Policy 23: Site HS9: Former Elizabethan High School, Retford (page 95) – 46 dwellings

Policy 24: Site HS10: St Michael's View, Retford (page 97) – 20 dwellings

Policy 25: Site HS11 Fairygrove, Retford (page 99) – 61 dwellings

Policy 26: Site HS12: Station Road, Retford (page 102) – 5 dwellings

a) Are the criteria set out in in the policies clear, justified and effective?

Response of Nottinghamshire County Council

Trinity Farm Policy 21 2.) viii There remains doubt over the deliverability and adequacy of improvements to the listed junctions. There is no mention of the need to address junction capacity at the Moorgate / Arlington Way traffic signal junction complex. Appeal reference APP/A3010/W/20/3265803 is pertinent.

Former Elizabethan High School Policy 23 : There is no evidence to suggest that the scale of development would justify seeking improvements to the junctions listed in 2.g)iv.

St Michael's View Policy 24 There is no evidence to suggest that the scale of development would justify seeking improvements to the junctions listed in 2.g)iv.

Fairygrove Policy 25 It would be preferable if the site had two points of access contrary to 2.g)i. to assist connectivity and to reduce travel distances which should still be possible whilst maintaining 150m separation from the level crossing. There is no evidence to suggest that the scale of development would justify seeking improvements to the junctions listed in 2.g)iv.

The Retford Transport Assessment, which has been prepared to support the Retford allocation, does not allow the traffic impact of each Retford allocation to be determined individually at each junction to then be able to ascertain which combination of developments would be required to carry out improvements or which combination of developments could be made to be acceptable.

b) Have the site constraints, indicative yield, development mix and viability considerations been adequately addressed?

Response of Nottinghamshire County Council

Milner Croft Policy 22 : The existing access to Leafield is of insufficient width to serve the development and to provide adequate space for bin storage adjacent the highway.

c) Is there evidence that the development of the allocations is viable and developable during the plan period?

Response of Nottinghamshire County Council

The Retford Transport Assessment has been prepared to support the Retford allocation. This does not allow the traffic impact of the Retford developments to be ascertained for each site in isolation.

d) Are there any omissions in the policies, and are they sufficiently flexible?

Response of Nottinghamshire County Council

Trinity Farm Policy 21 : 2.k)iii should include a cycle track on North Road to connect to the existing facility to the south