

Barton Willmore, now Stantec on behalf of Howard (Retford) Limited

Examination into the Bassetlaw Local Plan

Matter 13: Transport and Connectivity

Issue 13 - Does the Plan set out a positively prepared strategy and policies for transport and connectivity which is justified, effective and consistent with national policy?

Q13.1

a) Is there robust evidence to demonstrate that the likely significant impacts on the road network arising from the development proposed in the Plan have been adequately assessed. Is there robust evidence that these can be effectively mitigated to an acceptable degree and that, if required, such mitigation can be delivered?

b) Are the modifications suggested by the Council to the Policy ST54 and the supporting text necessary for soundness?

1. The Bassetlaw Transport Assessment Update July 2022 (document reference: TI-017) sets out the transport mitigation measures required to deliver the development identified in the Local Plan. The Assessment is based upon traffic count data from 2016 to 2018, which is pre the Covid-19 pandemic when a significant change to working patterns occurred across the UK. As such, the transport assessments within the Assessment are considered robust. However, up to date assessments of individual sites as part of a planning application submissions should be used to inform the scale of any residual off-site works required.
2. Section 10 of the Assessment acknowledges that 'demand management' constitutes an appropriate form of mitigation and that off-site mitigation works should take account of how demand management measures can reduce the need for vehicular trips. Our Client is supportive of this approach.
3. At Policy ST54, the Council sets out how they will work with transport infrastructure partners to deliver the transport infrastructure identified in the Infrastructure Delivery Plan (document reference: BG-041). However, our Client is of the view that a number of transport infrastructure requirements set out at Appendix 2 of the Infrastructure Delivery Plan in relation to Ordsall South are not justified in the context of paragraph 57 of the National Planning Policy Framework (NPPF).
4. Paragraph 57 NPPF is clear that planning obligations must only be sought where they meet all of the following tests, as set out in Regulation 122(2) of the Community Infrastructure Levy Regulations 2010:
 - a) 'necessary to make the development acceptable in planning terms;
 - b) directly related to the development; and
 - c) fairly and reasonably related in scale and kind to the development.'
5. Each of the transport infrastructure items identified in the Infrastructure Delivery Plan in relation to Ordsall South are set out at Table 1 below alongside a comment setting out why the item is or is not justified.

Table 1: Infrastructure Delivery Plan published in July 2022 Ordsall South Requirements

| Site HS13: Ordsall South, Retford | | |
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| Infrastructure Type | Infrastructure Item | Our Client's Response |
| Transport | | |
| Transport, highways | Contribution towards improvements at A620 Babworth Road / B6420 Mansfield Road / A620 Straight Mile / Sutton Lane | <p>The Transport Assessment undertaken to support development at Ordsall South demonstrates that this junction is operating with spare capacity and therefore no highways improvement works are required.</p> <p>The capacity assessment has been undertaken based upon more up to date traffic counts than those used to inform the Infrastructure Delivery Plan.</p> <p>The Ordsall South development is incorporates demand management in the form of effective Travel Planning, bus service funding, and by meeting the everyday needs of residents on site through such provision as a new local centre.</p> <p>It is therefore considered that this obligation is not justified.</p> |
| Transport, highways | Contribution towards improvements at London Road / Whinney Moor Lane / Bracken Lane | <p>The Transport Assessment undertaken to support development at Ordsall South demonstrates that this junction is operating with spare capacity and therefore no highways improvement works are required.</p> <p>The capacity assessment has been undertaken based upon more up to date traffic counts than those used to inform the Infrastructure Delivery Plan.</p> <p>It is therefore considered that this obligation is not justified.</p> |
| Transport, highways | Contribution towards improvements at London Road / Whitehouses | <p>Our Client is committed to mitigating the impact of Ordsall South from a highways perspective, and is proposing to implement a right turn ghost island priority T-junction to replace the existing mini-roundabout layout at this junction.</p> |
| Transport, highways | Contribution towards improvements at A638 Arlington Way / London Road | <p>The Transport Assessment undertaken to support development at Ordsall South demonstrates that this junction is operating with spare capacity and therefore no highways improvement works are required. It is also considered that this junction is not relevant the delivery of Ordsall South and therefore the required is not justified.</p> <p>The capacity assessment has been undertaken based upon more up to date traffic counts than those used to inform the Infrastructure Delivery Plan.</p> <p>The Ordsall South development is incorporates demand management in the form of effective Travel Planning, bus service funding, and by meeting the everyday needs of residents on site through such provision as a new local</p> |

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| | | centre. It is therefore considered that this obligation is not justified. |
| Transport, highways | Contribution towards improvements at A620 Amcot Way | <p>The Transport Assessment undertaken to support development at Ordsall South concludes that this junction is operating with spare capacity and therefore no physical highways interventions are required. It is also considered that this junction is not relevant the delivery of Ordsall South and therefore the required is not justified.</p> <p>The development-generated impact at this location is minimal, and not severe, due to it being remote from the site and north of the Town Centre.</p> <p>The Ordsall South development is incorporates demand management in the form of effective Travel Planning, bus service funding, and by meeting the everyday needs of residents on site through such provision as a new local centre.</p> <p>It is therefore considered that this obligation is not justified.</p> |
| Transport, highways | Contribution towards improvements at A620 Babworth Road / Ordsall Road | Our Client is committed to mitigating the impact of Ordsall South from a highways perspective, and is proposing signalisation at this junction. |
| Transport, highways | Contribution towards improvements at A620 Moorgate | <p>The development-generated impact at this location is minimal, and not severe, due to it being remote from the site and north of the Town Centre.</p> <p>The Ordsall South development is incorporates demand management in the form of effective Travel Planning, bus service funding, and by meeting the everyday needs of residents on site through such provision as a new local centre.</p> <p>The Transport Assessment undertaken to support development at Ordsall South concludes that this junction is operating with spare capacity and therefore no physical highways interventions are required. It is also considered that this junction is not relevant the delivery of Ordsall South and therefore the required is not justified.</p> <p>It is therefore considered that this obligation is not justified.</p> |
| Transport, highways | Contribution to improve the A57 / Sandy Lane roundabout | This junction is not relevant to the delivery of Ordsall South and therefore the requirement is not justified. |
| Transport, highways | Contribution to improve the A57 / Claylands Ave / A60 / Shireoaks Common junction | This junction is not relevant to the delivery of Ordsall South and therefore the requirement is not justified. |
| Transport, highways | Contribution to improve the A57 / B6034 Netherton Road | This junction is not relevant to the delivery of Ordsall South and therefore the requirement is not justified. |

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| | roundabout | |
| Transport, highways | Contribution to improve the A57 / B6040 Mantonwood roundabout | This junction is not relevant to the delivery of Ordsall South and therefore the requirement is not justified. |
| Transport, highways | Contribution to improve the A638 Arlington Way / Grove Street | <p>The Transport Assessment undertaken to support development at Ordsall South demonstrates that this junction is operating with spare capacity and therefore no highways improvement works are required.</p> <p>The capacity assessment has been undertaken based upon more up to date traffic counts than those used to inform the Infrastructure Delivery Plan.</p> <p>The Ordsall South development is incorporates demand management in the form of effective Travel Planning, bus service funding, and by meeting the everyday needs of residents on site through such provision as a new local centre.</p> <p>It is therefore considered that this obligation is not justified.</p> |
| Transport, highways | Contribution to improve the A57 / A614 / A1 Five Lanes End roundabout | This junction is not relevant to the delivery of Ordsall South and therefore the requirement is not justified. |
| Transport, highways | Any additional improvement to highways / sustainable transport infrastructure required to bring forward the development | The development would need to accord with National and Local planning policy and delivery cost-effective mitigation measures for these additional improvements, should they pass the planning test. |
| Transport, highways | Contribution to Ordsall Old Village traffic management scheme | Our Client is committed to working with the Council and the highway authority to fund highway interventions along High Street to ensure any adverse highway impacts are mitigated. Mitigation would come forward in phases as the development site is built-out. |
| Transport, highways | Contribution to Eaton Village traffic management scheme | Our Client is committed to working with the Council and the highway authority to fund highway interventions within Eaton to ensure any adverse highway impacts are mitigated. Mitigation would come forward in phases as the development site is built-out. |
| Transport, public transport | Extended bus service through the site | Our client is committed to delivering an extended bus service to the Ordsall South site, serving residents via an internal loop road within the western parcel. Additional bus stops would also be provided on Ollerton Road to service residents of the eastern parcel |
| Transport, walking / cycling | Provision of a new footpath and marked cycle path along Ollerton Road frontage | Significant highways work is proposed at Ordsall South and the sustainable access points are proposed at Brecks Road, Ollerton Road – along the site frontage, and Lansdown Drive. |
| Transport, | Extension of public right of | Our Client is proposing to introduce new pedestrian and |

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| walking / cycling | way through the site | cycling access routes throughout the Ordsall South site, connecting to existing public rights of way in the wider area with the aim of integrating the development into its local context. Existing public rights of way will be enhanced and integrated into the Ordsall South scheme. |
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6. Our Client is committed to delivering the highways improvements necessary for the Ordsall South Site allocation to be accommodated satisfactorily. However, it would be more appropriate for Policy ST54 to require off-site highways improvements to be identified by highways assessments undertaken in support of individual developments, for some off-site works identified in the Infrastructure Delivery Plan are not justified. This would also allow for demand management mitigation to be used to inform any off-site highways improvement works. For example, the infrastructure items in Table 1 above do not account for soft measures such as Travel Plans and newly funded bus services, or the fact that Ordsall South has been designed so that the everyday needs of residents can be met on site at the new school / local centre which would contribute to reducing the need for some car journeys.
7. Provision 3 of Policy ST54 should be clear that works and/or contributions which may be required to support the delivery of safeguarded transport improvements in Policy ST56 will only be sought from developments that are directly related. Paragraph 57 of the National Planning Policy Framework is clear that planning obligations must only be sought where they are necessary to make the development acceptable in planning terms, are directly related to the development, and are fairly and reasonably related in scale and kind to the development.

Q13.2

a) Are the requirements for major developments in ST55(2) justified?

b) Does the Policy provide effective framework to achieve sustainable transport and active travel?

c) Are the modifications suggested by the Council to the Policy and the supporting text necessary for soundness??

8. Our Client has no comment to make in relation to this question.

Q13.3 Are the Policies justified and consistent with national policy? Are the requirements of the Policies clear, and would they be effective?

9. Paragraph 57 of the National Planning Policy Framework is clear that planning obligations must only be sought where they are necessary to make the development acceptable in planning terms, are directly related to the development, and are fairly and reasonably related in scale and kind to the development.

Q13.3 Are there any omissions from the Policies? Are they appropriately flexible?

10. Our Client has no comment to make in relation to this question.

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