



CONSULTANCY | ENVIRONMENT
INFRASTRUCTURE | BUILDINGS

Harworth Estates Ltd

Representations on the
Newark & Sherwood District Council
Allocations and Development
Management DPD

Transport and highways matters





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VERSION	DATE	AUTHOR	CHECK	APPROVE	COMMENTS
1	23/11/2012	David Cummins			first internal draft
2	24/11/2012		Chris Holloway	David Cummins	first issue to Harworth Estates
3	24/11/2012	David Cummins	Chris Holloway	David Cummins	second issue to Harworth Estates
4	27/11/12	David Cummins	Chris Holloway	David Cummins	Third issue to Harworth Estates following comments by RPS.

1.0 INTRODUCTION

- 1.1 BWB Consulting were employed by Harworth Estates to provide advice on transport and highways matters arising from Newark and Sherwood District Council's (N&SDC) Local Development Framework (LDF).
- 1.2 The Council's Adopted Core Strategy (March 2011) sets out the big issues for the District over the next 20 years. Based on that higher level strategy, the next step in the LDF process is the production of the Allocations and Development Management Development Plan Document (DPD). The DPD will include a range of site-level allocations and designations and also provide a set of detailed Development Management policies.
- 1.3 The draft DPD is to be examined by an independent Inspector at a hearing scheduled for 11th to 20th December 2012. The Inspector will consider the legal compliance and soundness of the DPD, based upon the soundness criteria set out in the National Planning Policy Framework.
- 1.4 N&SDC have issued a draft document titled '*Inspector's matters and issues for examination at hearings*' and invited further written representations to be submitted to them by 29 November 2012.
- 1.5 This report focuses on *Matter 4 – Retail/Employment/Mixed Use*, where the issues to be considered are stated as:

12. Are the detailed requirements for each of the allocations clear and justified and will they ensure delivery within the planned timescale? Have site constraints, viability considerations been adequately addressed? Are the boundaries and extent of the sites correctly defined?

13. Are the amounts of land allocated for different uses clearly justified? Is there a reasonable prospect of the safeguarded land being used for that purpose within the life of the Plan

14. Are the locations identified the most appropriate when considered against all reasonable alternatives?

- 1.6 In the Mansfield Fringe Area, the DPD allocates, incorrectly in our opinion, two sites for employment use:
- C1/MU/1 12ha of mixed use at the former Clipstone Colliery
 - Ra/E/1 5.5ha of employment land at Rainworth
- 1.7 At the same time, the Council fail to allocate the former Rufford Colliery site, for which there is a planning application (reference 10/00429/OUTM) waiting to be determined for a 26ha business park.
- 1.8 This report has been prepared to provide discussion on the three sites, in terms of their transport and highways provisions, in response to the questions to be considered by the Inspector.

2.0 RUFFORD COLLIERY

- 2.1 The planning application submitted for the business park on the former Rufford Colliery (reference 10/00429/OUTM) was accompanied by an environmental impact assessment that evaluated the following uses:
- B1 5,040sqm
 - B2 42,750sqm
 - B8 35,245sqm
- 2.2 The Environmental Statement concluded that the traffic increases generated by the development would be unlikely to create any perceptible environmental effect on the road network. Further, that the traffic increases would create no noticeable impact on visual effects, noise or vibration, severance, driver delay, pedestrian delay, pedestrian amenity, accidents and safety, hazardous loads, air pollution or dust and dirt.
- 2.3 The Environmental Statement also reported on the findings of a Transport Assessment and Travel Plan that formed appendices to the ES and were produced to assess the mitigation necessary to address any adverse impact on the transport infrastructure. The conclusions of that work were that the access junction operated acceptably without alteration and a range of measures to support sustainable transport, including bus improvements, were identified. There would be a requirement for capacity improvements at the A617/A614 roundabout and the A617/A6191 Southwell Road/B6020 Southwell Road roundabout that could be successfully implemented, but otherwise there was no adverse traffic impact.
- 2.4 In short, a significant employment development on the former Rufford Colliery would have only a small impact on the local transport infrastructure, which could be mitigated by appropriate interventions.
- 2.5 This is not surprising, given the access to the site is on the Rainworth Bypass, an early part of the A617 MARR (Mansfield Ashfield Regeneration Route). MARR is a high quality dual carriageway road purpose built to be a catalyst for redevelopment in the former coalfields.
- 2.6 The access junction itself is a traffic signal controlled T-junction with excellent provisions including fully controlled pedestrian crossings (see **Photo 1**).
- 2.7 From the access junction, a good quality road penetrates the site (see **Photo 2**). It runs to the pit head area where any development would be located. The former colliery site attracts traffic movements, involved in recycling the coal waste, an off-road driving attraction, as well as other permitted employment uses. Hence the road is maintained, and while some remedial work would be required to the end of the road to bring it to adoptable standard, that could easily, quickly and cost effectively be achieved.
- 2.8 In summary, the transport infrastructure to support an employment development on the former Rufford Colliery is immediately and viably deliverable.



Photo 1 Former Rufford Colliery access junction on MARR



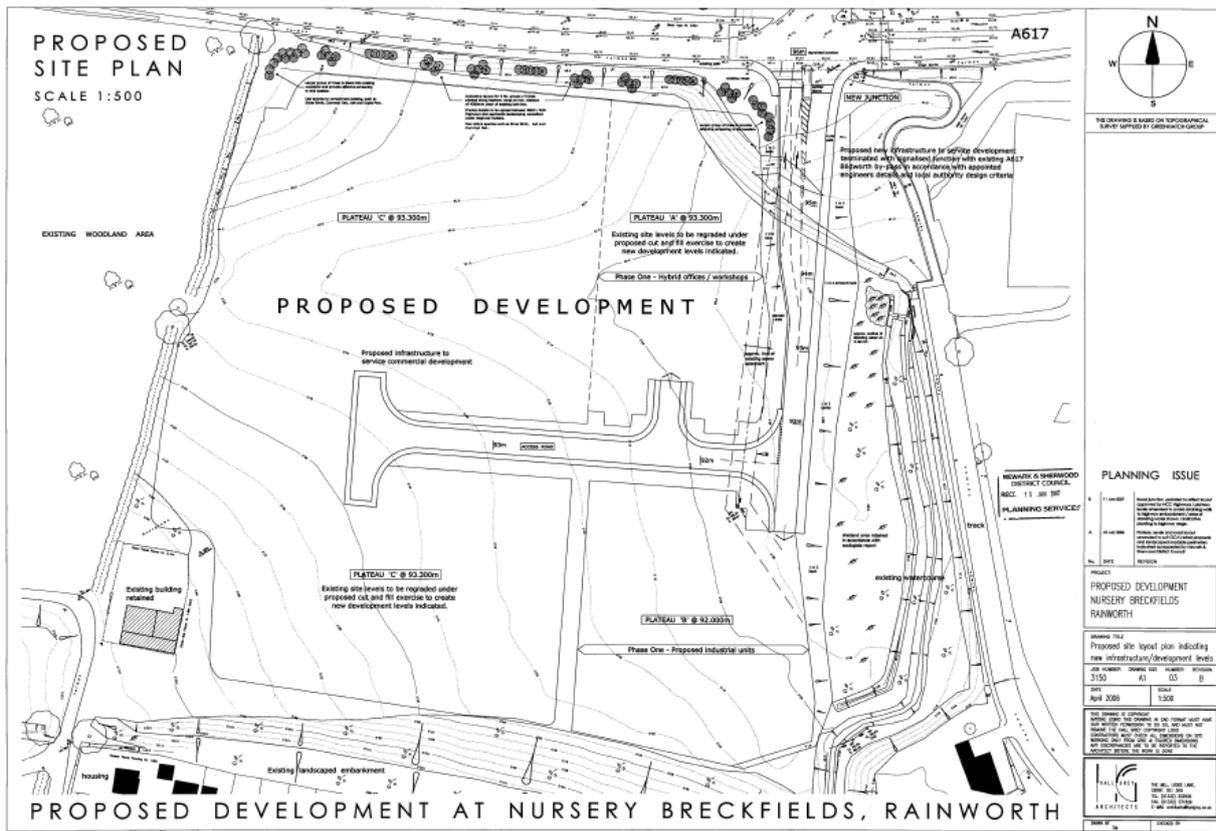
Photo 2 Existing access road to Former Rufford Colliery

3.0 WEST OF COLLIERY LANE (Ra/E/1)

- 3.1 Historically Rufford Colliery was accessed from the B6020 Kirklington Road in Rainworth. After it closed, MARR was built and cut through the colliery access road. As described in Section 2, the new access to the former Rufford Colliery is a good quality road because it continues to be used.
- 3.2 The land left between Kirklington Road and MARR is site reference Ra/E/1 (**Appendix 1**). The former access on Kirklington Road is shown in **Photo 3**. The road extending from that access forms the eastern boundary to the site. It is little used, other than by pedestrians.
- 3.3 Kirklington Road is a single carriageway road that forms a local route through the residential area of Rainworth. It is also a bus route.
- 3.4 The junction on Kirklington Road is wide with adequate visibility splays to either side. With some minor alteration it could form an ideal access junction to a residential development. RPS in their previous representation about this site on behalf of Harworth Estates noted that the site could accommodate 200 dwellings. Such a quantum of development could be adequately served from the single Kirklington Road access point, and would also provide the residents with access to readily available bus services and local amenities within Rainworth that would be within walking distance.
- 3.5 In 2006 outline planning consent was granted for employment development on the site (reference 06/01030/OUTM). In order to avoid the unacceptable impact of large numbers of heavy goods vehicles routing in and out of the development via Kirklington Road, the developer was required to provide an access from MARR, creating a fourth arm to the existing signal controlled junction that serves the former Rufford Colliery.
- 3.6 Access designs produced to show how the access would look (**Plan 4**) show the tie-in level on MARR to be 96m whereas the site is at 92m. Hence there is a 4m level difference which requires a substantial and costly ramped access road on an embankment to get down to the site, where further earthworks are required to provide suitable development plateaus for serviceable plots of employment land.
- 3.7 Such costs have clearly rendered the site unviable as no development has come forward and the planning permission has lapsed.
- 3.8 It is a clear that the only reasonable way to mitigate increases in traffic from employment uses on this site would be to serve the site from MARR. Yet this method of access is unviable. If instead the site were allocated for residential use, the existing colliery access would provide an adequate access, at viable cost, that would comply with the relevant standards. The impact of residential traffic on the local highway network would be minimised by the sustainable location and encouragement of sustainable journeys. Any residual traffic impacts could be more readily absorbed and mitigated if they were created by private cars rather than large heavy goods vehicles.



Photo 3 Former colliery access junction on Kirklington Road



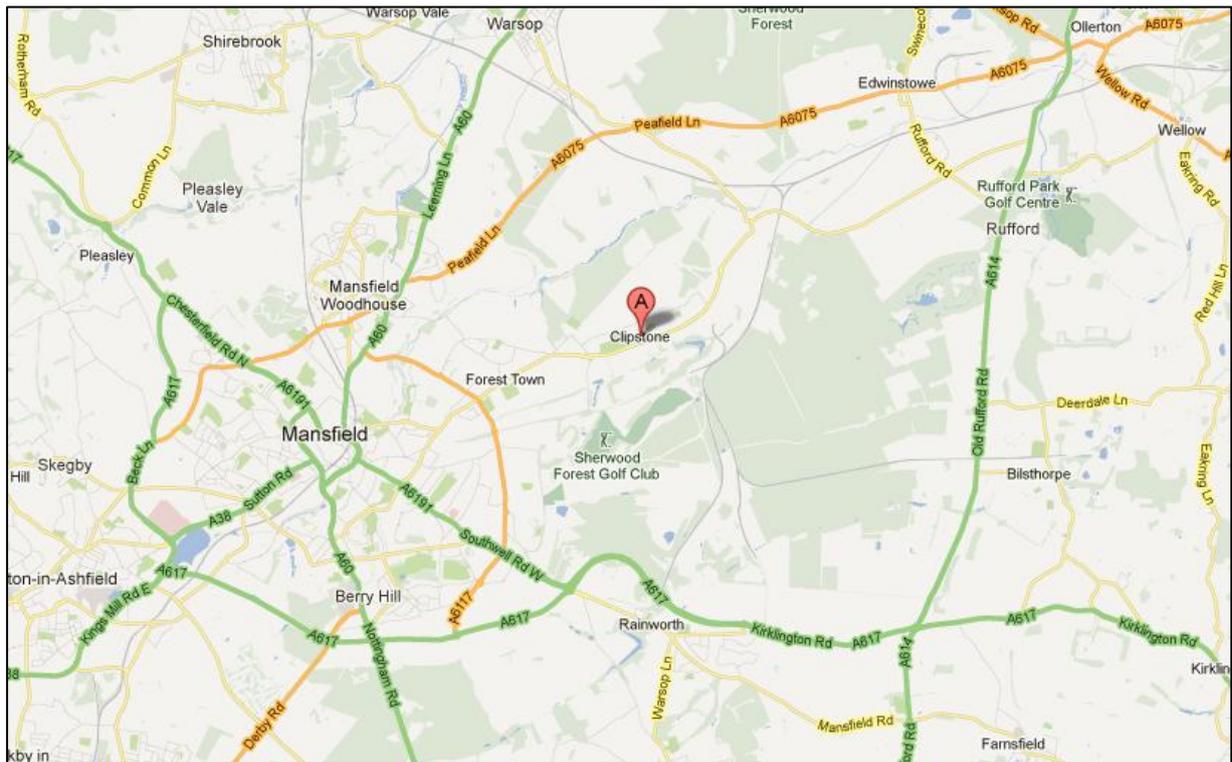
Plan 4 2006 development proposal showing access from the A617 MARR

4.0 FORMER CLIPSTONE COLLIERY (C1/MU/1)

- 4.1 The former Clipstone Colliery (**Appendix 1**) was accessed from the B6030 Mansfield Road. The site has a lengthy frontage to Mansfield Road but no frontage to another adoptable highway. Hence access junctions would need to be provided on Mansfield Road to serve a mixed use development.
- 4.2 Mansfield Road is a single carriageway road with limited capacity (**Photo 5**). It passes through the centre of the village, and the retail centre, where significant increases in traffic, especially of large heavy goods vehicles, would create an adverse impact and potential road safety problem. Mansfield Road is also a long and straight road, where high traffic speeds have led to existing accident problems.
- 4.3 Clipstone Colliery is identified for mixed use. If housing were on half the 12ha area, developed at 40dph, and employment was on the remainder, with 40% of the area occupied by buildings of floor area equally split between B1, B2 and B8 use, the site as a whole would generate around 500 vehicle movements in a peak hour. This would be a significant increase on the local roads and is likely to require a considerable package of costly mitigation works that make the site less viable than alternatives.
- 4.4 To the north of the site recent employment development, which has instead sought change of use to residential, because of a lack of market demand, has required significant new infrastructure in order to address adverse impact. The provision of the new roundabout at Cavendish Way is indicative of the sort of enhanced infrastructure that would be required to cater for the traffic were Clipstone Colliery to be developed.
- 4.5 Within a wider context, Clipstone is isolated from good road connections that are desired by employers (**Plan 6**). To the west, to get to the strategic routes of the A60 and A617 requires a journey through the eastern residential outskirts of Mansfield where significant increases in heavy goods vehicles will not be welcome and will have adverse impacts in terms of air quality, noise, and other environmental effects. In terms of traffic capacity the built up area means little spare land to mitigate any adverse impacts.
- 4.6 To the east, to get to the A614 requires a journey along rural roads where junctions can not be improved without third party land. Peak hour traffic capacity concerns already exist at the B6030 Mansfield Road/B6034 Rufford Road signal controlled crossroads. The A614/B6034 Rufford Road T-junction experiences lengthy queues on the side road as drivers are unable to find safe gaps in the fast moving A614 traffic and a number of accidents have occurred.



Photo 5 View along Mansfield Road across the existing access to the former Clipstone Colliery

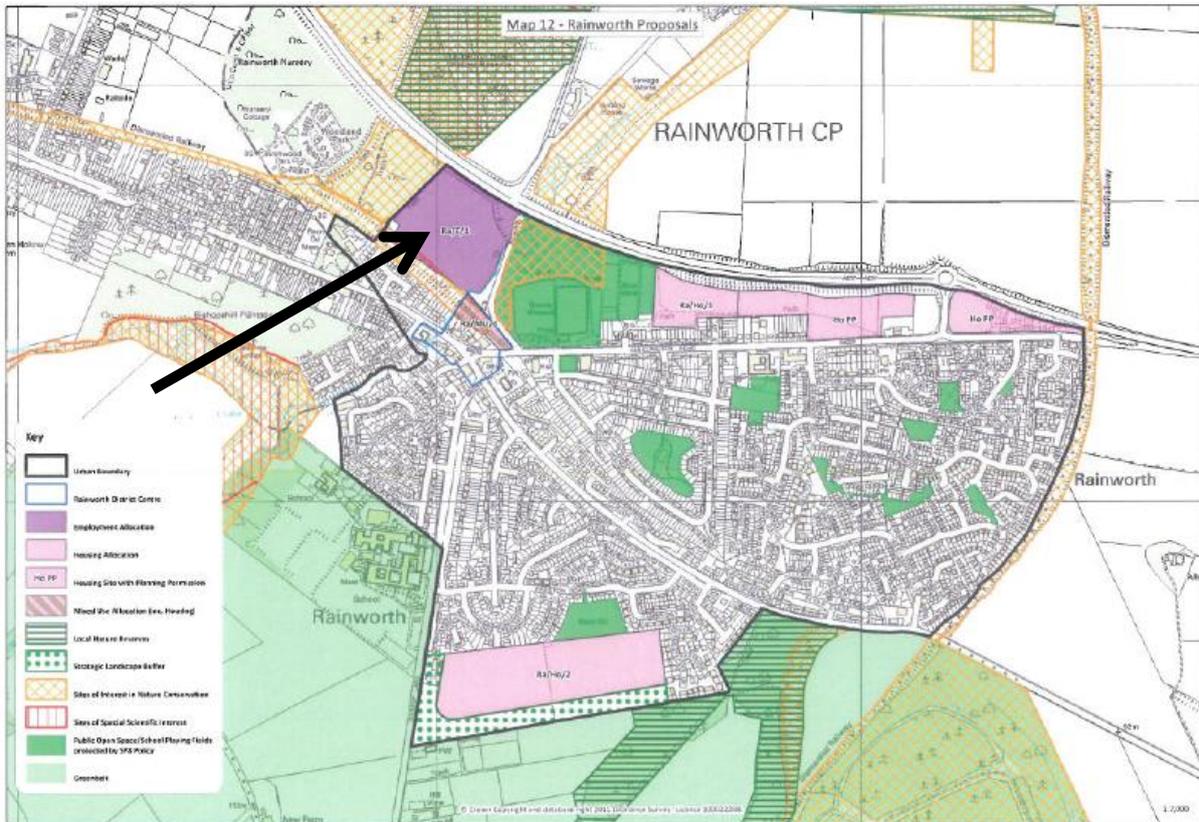


Plan 6 showing the relative isolation of Clipstone within the highway network

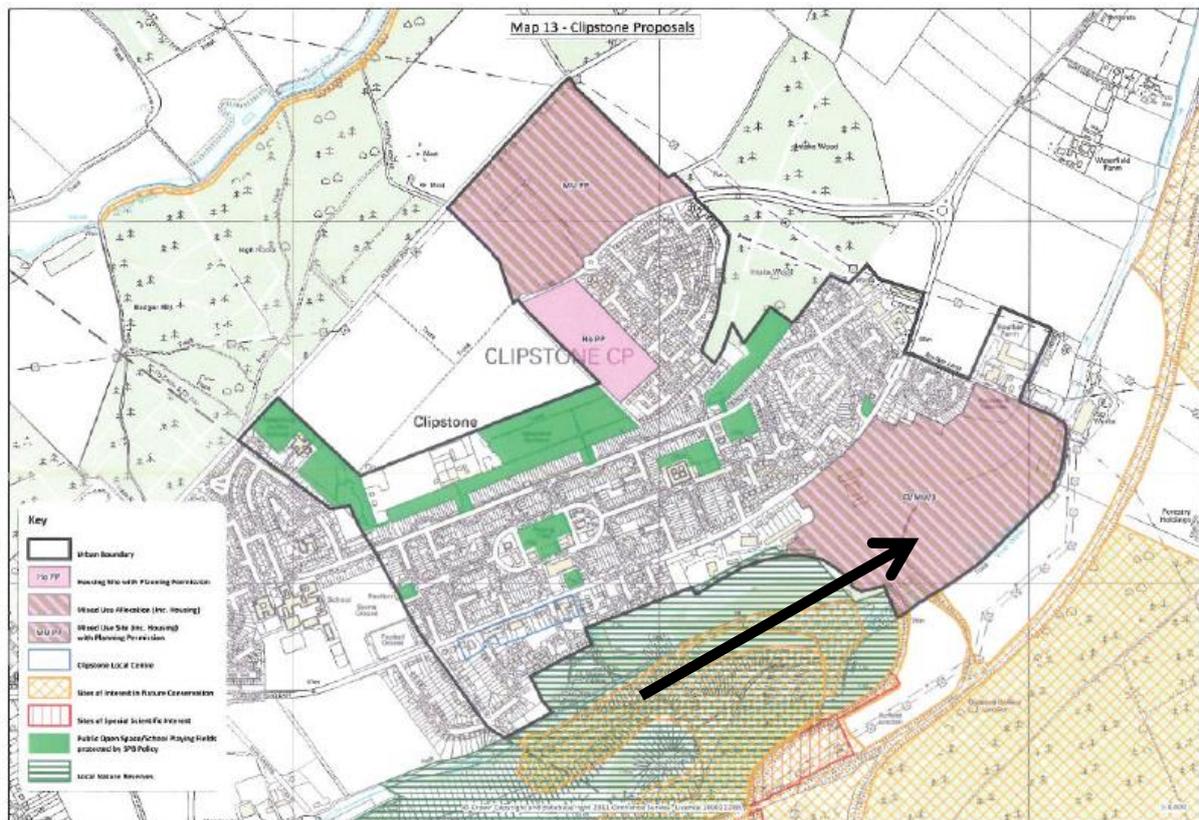
5.0 SUMMARY AND CONCLUSIONS

- 5.1 Employers want access to markets. In transport and highways terms that means good accessibility to the wider road network, and a road network that operates effectively.
- 5.2 The former Rufford Colliery is accessed from a high quality dual carriageway route called MARR (Mansfield and Ashfield Regeneration Route) purpose built to be a catalyst for employment development in the former coalfields. The existing access junction operates effectively and would not need to alter to cater for the employment development.
- 5.3 Detailed assessments have been undertaken of the site in support of a planning application that awaits determination. Those assessments conclude that the development would have no perceptible environmental impact and any traffic impacts could be suitably mitigated.
- 5.4 In contrast, an employment development on the site West of Colliery Lane in Rainworth was previously granted consent, but in order to avoid adverse impact it had to be accessed from a new fourth arm of the Rufford Colliery access on MARR. Significant levels differences and the resultant costly earthworks have rendered the site unviable for employment use. However, the site is served by the old colliery access road, from its junction on the B6030 Kirklington Road, which would make an ideal residential access road, conforming to all necessary standards. The impact on the local highway network resulting from an increase in private cars, rather than heavy goods vehicles, could be more readily absorbed.
- 5.6 The redevelopment of the former Clipstone Colliery would require a new access junction on the B6030 Mansfield Road. Clipstone is relatively isolated within the highway network, being at a significant distance from good, reliable, strategic highways such as the A60, A617 and A614. To reach those destinations would require a drive through the retail centre of Clipstone and thereafter the residential suburbs of Mansfield where increases in heavy goods vehicles would create an adverse impact. Moreover, to overcome capacity constraints on these more local roads is likely to require significant and costly highway improvements that make the site less viable than alternatives.
- 5.7 Hence, if the DPD process is to consider whether the locations identified for future employment use are the most appropriate when considered against all reasonable alternatives, the Inspector should conclude that the allocation of the former Rufford Colliery is the most sensible strategy from the perspective of highways and transport issues. It is viable, immediately deliverable, and would have the least adverse impact.

APPENDIX 1



DPD plan showing West of Colliery Road Ra/E/1



DPD plan showing C1/MU/1



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