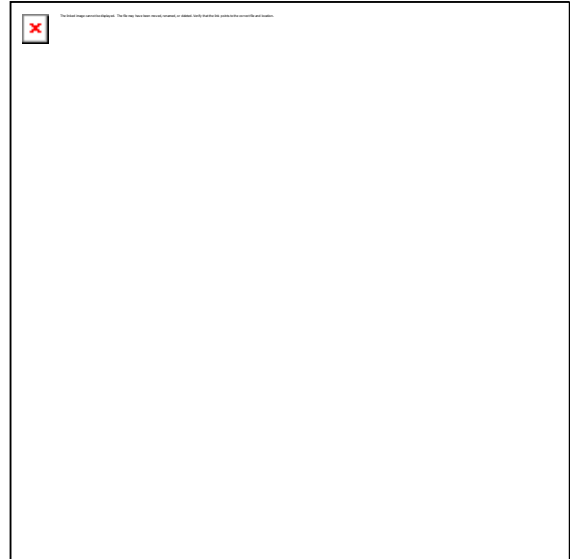




TOWN AND COUNTRY PLANNING ACT
HIGHWAY REPORT ON PROPOSALS FOR DEVELOPMENT

DISTRICT:	Rushcliffe	Date received	21/03/2024
OFFICER:	Paul Taylor		
PROPOSAL:	Hybrid planning application compromising: (1) Full planning application for a first phase of residential development for 400 dwellings with associated access from Tollerton Lane, partial demolition of the runway, drainage, open space and associated infrastructure works; and (2) Outline planning permission (all matters reserved) for a phased residential development at Tollerton Airfield compromising demolition of existing buildings and runway, development of dwellings, a primary school and supporting infrastructure including accesses from Tollerton Lane and A52, open space, sports pitches, green and blue infrastructure and other supporting infrastructure	D.C. No.	24/00347/HYBRID
LOCATION:	Land North Of Tollerton Lane Tollerton Nottinghamshire		
APPLICANT:	Vistry Homes Ltd		

The Highway Authority previously responded to this application on the 11th June 2024. At that time a detailed response was provided.

Previous advice highlighted the need for an SPD to be developed to ensure the full allocation sites impacts were identified in terms of highway infrastructure requirements and cycle / pedestrian connections; and that it should identify high level mitigation that would be required to facilitate the development of the full allocation site to enable infrastructure to be apportioned evenly across development parcels.

The purpose for this was to ensure the viability of separate parcels coming forward in the future was not prejudiced, and that the need for appropriate connectivity had been identified and established.

As per our previous response to this application circa 9 months ago, it is acknowledged that a 'Draft' Supplementary Planning Document (SPD) masterplan has been submitted, and the Planning Authority, supported by the applicant, is currently in the process of completing the SPD.

This application relies upon wider SUE infrastructure / complementary land uses being available, to offset the proposals impacts and provide connectivity. However, the guarantee for such SUE wide infrastructure and land uses coming forward is not known until an SPD is in place, along with all SUE landowners.

It is also highlighted that only two of the three major landowners have submitted planning applications within the SUE. The third landowners' holdings restrict the principle of the Draft SPD layout being able to be built out, and places a significant reliance on the use of Tollerton Lane within the SPD. Tollerton Lane currently suffers from corridor width constraints, reducing the ability for safe multi modal infrastructure to be provided whilst it is a primary route through the site.

Given the above, the Highway Authority can only recommend that a **Holding Objection** is put in place until the SPD is completed and published, to provide an appreciation of site wide infrastructure proposed, and to ensure that all necessary connections and infrastructure required is provided by either the applicant, or through the SPD itself.

Although the completion of the SPD is outstanding, we have been in detailed discussion with the applicant and their consultants since our last formal response. A number of pertinent highway matters are still in discussion at the time this response was prepared, which are summarised as follows:

Outline element of Application:

- Although not an exhaustive list, items pending completion of the SPD to inform whether the following aspects have been managed:
 - **PROW:** Specific details of how Public Rights of Way are proposed to be diverted, and extinguished have not concluded, which will be necessary for viability purposes. For example, to mitigate an increase in use of existing at grade uncontrolled crossings over the A52, as an outcome of the proposed development.
 - **Bus:** The viability of enhancements to bus services have not been demonstrated considering the wider SUE full build out, nor has adequate short-term measures been proposed to ensure occupier travel behaviour is positively influenced from the outset of development occupation.
 - **Travel Plan:** The Travel Plan submitted in support of the application focusses on the applications sole residential use, and that other land uses would be available within the wider SUE that sit outside of the applicant's control. Prior to any individual parcel Travel Plan being considered, an overarching site wide Travel Plan will be required, assumed to be a requirement of the SPD that is yet to be competed. This is to ensure consistency throughout the site, and that appropriate primary SUE wide infrastructure promoting sustainable travel is defined prior to planning consent of any single development parcel.
 - **Last Mile / Mobility Hub:** Mention has been made in the documentation submitted in support of the planning application regarding these two measures. However, for them to be integrated into the scheme, specific proposals are required as additional

highway corridors may be required throughout the site, which may not have currently been incorporated in the Hybrid applications proposals.

- **Off Site Highway Impact Assessment:** Assessment of highway impacts are ongoing as only a few junctions on the A52 and A606 have currently been assessed, with conclusions yet to be agreed. The wider impact assessment has identified significantly more junctions on the highway network that may be materially impacted and required further assessment. However, this process and associated analysis is ongoing.
- **Infrastructure Build Programme:** Timing upon the provision of key infrastructure to serve the site needs to be set, along with triggers to limit development until such infrastructure / ancillary land uses become available.
- **Tollerton Lane:** Measures to effectively change the speed environment of Tollerton Lane to 30mph have not been agreed, or demonstrated for the intended users, which raises highway safety concerns. Proposals are being developed to seek to address this by the applicant.
- **A52 Severance:** The A52 clearly creates severance and a barrier between Gamston and the proposed SUE. The access proposals result in pedestrians and cyclists having to travel along the western side of the A52 (north /south) to reach access points leading into Gamston, away from the A52. The access arrangements should include direct safe connections for cyclists and pedestrians following desire lines, removing / reducing the time upon which they would be in proximity to live traffic using the SRN, whilst maximising vulnerable road user safety.

A preferred solution from a connectivity and safety perspective would be to have traffic free / quiet routes between the SUE and interfacing conurbations, appreciating the draw between the two entities for employment, schools, leisure and retail uses etc.

- **A52 Access Junctions:** The form of the proposed access junctions on the A52 is primarily for National Highways to approve, however concern has been raised that the proposals for pedestrian and cyclists to cross the A52, are convoluted and not direct, utilising narrow existing footways, and requiring Vulnerable Road Users to walk along the western side of the A52, a busy strategic road, to travel to and from the Gamston area.

Further details are required to ensure pedestrian / cycle routes and crossing infrastructure is suitable to cater for the demand created, especially noting the level of secondary, and to a lesser degree, primary school pupils that will be drawn from the west of the SUE.

- **Tollerton Village & Bassingfield:** It has not been acceptably demonstrated that the proposals will mitigate a significant increase in traffic cutting through Tollerton Village and Tollerton Lane between the A606 and the A52, or Bassingfield Lane, instead of using the strategic road network, (considering all phases of development). The result of which increases the risk of vulnerable road user / vehicular conflict which is not acceptable. The applicant is currently developing measures to seek to mitigate this.
- **Traffic Impact:** This assessment as discussed above, will need to be concluded and agreed upon with the Highway Authority before a positive response can be provided, to ensure a resultant unacceptable cumulative impact to the operational performance of the highway network, in terms of capacity, is not created. This may conclude in more proactive measures to change mode share.

- **External Pedestrian Cycle Infrastructure:** Reliance on the use of existing pedestrian and cycle routes are not currently acceptable, which leads to a disjointed connection to wider areas external to the site. This will create barriers limiting connectivity and integration to wider external services and facilities. In instances high level proposals are discussed, but actual measures are not detailed. The applicant is currently reviewing this to ensure suitable measures are proposed.

Hybrid element of Application (in addition to the above):

- We are currently awaiting a revised Phase 1 site layout plan, to ensure previously raised issues have been addressed, and it appropriately interfaces with the proposed Phase 1 spine road.
- We are currently awaiting an updated Phase 1 spine road layout and Tollerton Lane Phase 1 access junction layout, to address concerns relating to cycle /pedestrian / vehicle conflicts, parking overspill impact the main distributor road running through the SPD, and the ability for the access to serve over 200 dwellings in the interim period, prior to the primary loop road opening serving the full SUE.
- We are currently awaiting alterations to the Tollerton Lane proposals to effectively manage and control the speed environment to ensure highway safety is maintained for Vulnerable Road Users (VRU's).
- We are currently awaiting updated measures to promote sustainable access in the short and long term to better provide connectivity to Gamston, West Bridgeford and Tollerton Village for sustainable modes, to change travel behaviour from the outset of occupation.

Noting that the applicant has further development their proposals over the last 9 months, it is recommended that an updated TA is submitted by the applicant in support of the planning application, to avoid confusion over what is currently being proposed.

MC (Consultant) HDC 7th April 2025