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Broxtowe Borough Council
Planning & Building Control
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FAO Emma Palmer - Barnes

15 October 2012

Dear Mrs Palmer-Barnes

Proposed Residential Development – Field Farm, Stapleford, Nottingham.

Further to BSP Consulting's correspondence dated 21 September 2012, which I understand your Steve Dance was copied into and as case officer dealing with this application you have had sight off, I respond as follows:

Firstly, we'd like to thank BSP Consulting, particularly Joanna Posnett, for their and her cooperation in assisting to get the submitted application to the stage that it is at now, since it was registered in November 2011.

Generally, from a highway point of view we are happy with the principle of the proposed development and that the ongoing discussions with various parties have brought us to a stage where we are able to positively comment on the proposals, utilising BSP's reference catalogue.

A) Bramcote Island

This junction is already subject to severe queuing in the am and pm peak periods and currently operates over capacity. The proposed development will add to these queues, but the results of the VISSIM ad LinSig modelling work that was undertaken, showed there to be no severe impact on the junction.

We are therefore happy that no improvements to mitigate the traffic impact are required at this junction and also no contribution towards re-optimising the MOVA settings will be requested, in lieu of the applicant providing an additional opposing ghost island right turn facility at the Melbourne Road junction.

B) Ilkeston Road / Trowell Road / Pasture Road (mini roundabout)

We are happy that the proposed mitigation works as proposed in principle on drawing number 10172/011 are sufficient to mitigate the impact of the development at this junction and will look to secure these works by way of a Grampian style condition and Section 278 Agreement.

C) Ilkeston Road / Coventry Lane / Hicklings Lane (double mini – roundabouts)

It has been indicated that the above junction is significantly affected by the proposed development. BSP Consulting have proposed a set of mitigation measures which have been adjusted following comments from us.

The summary from the ARCADY shows a worsening of queues on the Ilkeston Road west approach and Hicklings Land approach in the morning peak. The proposed improvements do not mitigate the development.

However, as suggested the Highway Authority will be looking to obtain the full cost of the mitigation works as a contribution towards a more comprehensive junction upgrade in the future, as part of the aligned core strategy LDF traffic modelling work. These costs will need to be secured by way of a Section 106 agreement and the total amount will be calculated in due course.

D) Signalised Junction – Ballon Woods and B5010 Derby Road / Nottingham Road / Toton Lane / Church Street, Stapleford.

The proposed amendments to the junction layout as shown on the sketch illustration are acceptable from a County Highway Authority point of view. However, it should be noted that these mitigation proposals are on the City of Nottingham Highway and should be agreed with that Authority. We have not liaised with them on this matter.

E) Access Junctions

The proposals as shown on drawing number 10172/004 Rev E are in principle acceptable, but as previously requested to benefit the wider community it is our aspiration for an opposing ghost island right turn facility at the Melbourne Road junction, in lieu of not provide or contributing towards mitigation at the Bramcote Island.

F) Travel Plan

The comments given on our TP52 response dated 03/02/12 should be noted.

Please do not take this response as our final comments on the application, if you require us to provide you with a decision on the application as submitted, we would welcome that opportunity. However I understand that a resubmission may be forthcoming, allowing us to present a recommendation and conditions at that stage.

Yours sincerely,

Vince Mandair
Highways Development Control
Nottinghamshire County Council