

**PROPOSED RESIDENTIAL DEVELOPMENT,
FORMER LILLEY AND STONE HIGH SCHOOL LONDON ROAD NEWARK, (3876)
APPLICATION REFERENCE PREAPM 00260 23
RESPONSE TO NOTTINGHAMSHIRE COUNTY COUNCIL COMMENTS - DECEMBER
2023**

Introduction

This note has been prepared in response to comments received from Nottinghamshire County Council (NCC) dated 24th November 2023.

The comments concern the Transport Assessment (TA) submitted in October 2023 in support of PREAPM 00260 23 for Full Planning permission for Demolition of existing buildings, conversion of 3 no. retained heritage buildings to provide 32 apartments and erection of 43 new dwellings including access, parking and landscaping; and Outline planning permission for the erection of up to 64 new dwellings (all matters reserved except access) at the former Lilley and Stone High School, London Road, Newark.

For clarity, the NCC comments are reproduced separately below in bold, with the Eddisons response to each comment shown in normal font.

NCC Comment 1

Trip Rates

Tennis club

A rate for the tennis courts has been derived from using the 5-a-side football rates in the absence of any other rates available on TRICS and a correction factor has been applied, which would be acceptable, in principle, but it appears that they have been applied to the 3 all-weather courts and 2 grass courts, but it would appear that the land to the south of these is also used, potentially in accordance with planning applications FUL/97/0265 and FUL/02/1057 (but as these applications pre-date online records this information is not readily available).

However, these resultant vehicle journeys have not been considered when considering access via Harewood Avenue and should be added to the development vehicles for either London Road or Harewood Avenue (if the latter is demonstrated to be acceptable to accommodate non-residential traffic).

Eddisons Response to Point 1

A review of planning data for the land to the south of the Tennis Club shows a total of seven applications have been made, as summarised in **Table 1** below.

Application Ref:	Description
96/51133/CAC	Demolish single storey flat roofed design and technology block
96/51134/FULR3	Extensions to school buildings
96/51135/FUL	New pavilion, all weather courts, floodlighting, car park and new access
97/0265/FUL	Unknown
97/51298/FUL	New pavilion, all weather courts, floodlighting, car park and new access
00/50507/FULR3	Erection of eight 15m high floodlights at synthetic pitch
02/01057/FUL	Proposed new pavilion, all weather courts, flood lighting, car park and new access - revised scheme

Table 1 Tennis Club Planning Applications

Eddisons note that none of the above listed application documents are currently available on the Newark & Sherwood District Council Planning database. Furthermore, application ref: 00/50507/FULR3 was withdrawn and application ref: 96/51135/FUL was refused.

Application ref: 96/51133/CAC and 96/51134/FULR3 refer to applications associated with the now defunct school. It is not possible to determine the nature of application ref: 97/0265/FUL as a search of the planning database shows there to be no corresponding application with this reference number, as shown in **Figure 1** below.

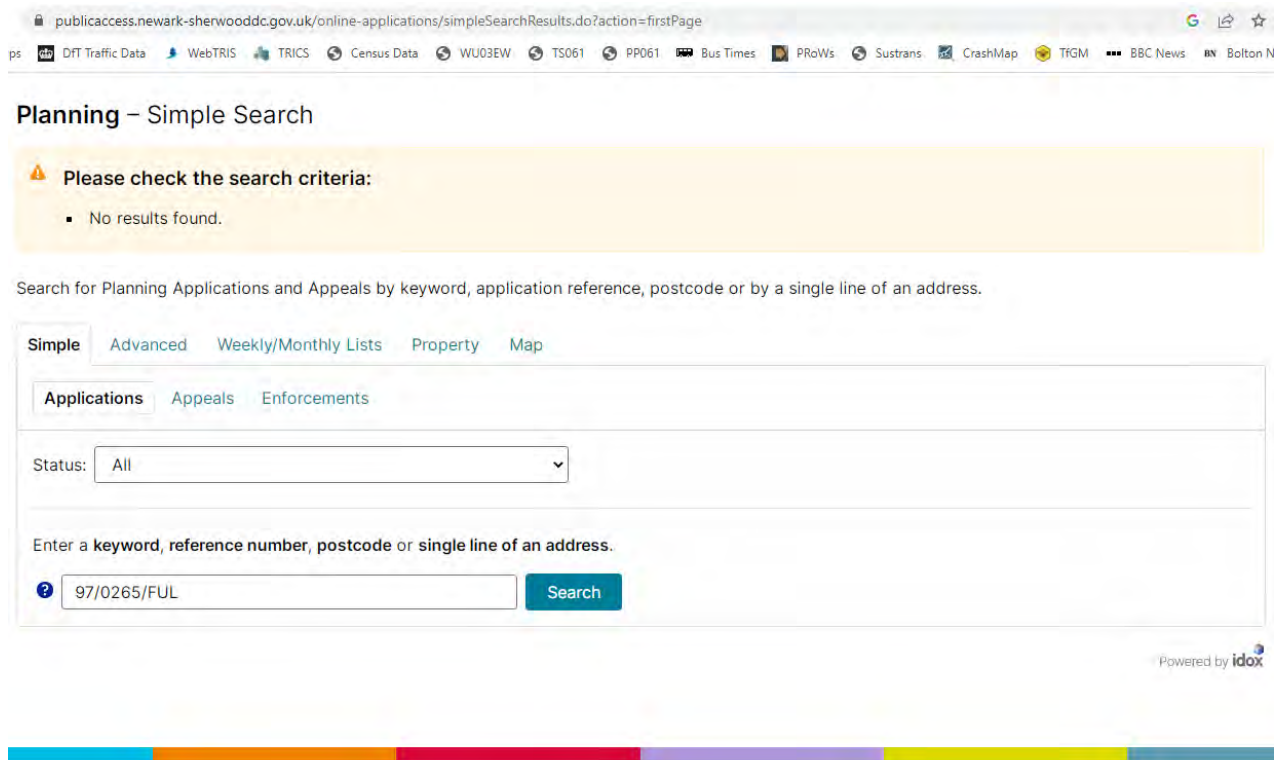


Figure 1 Application Ref: 97/0265/FUL Database Search Return

Finally, it is not possible to determine from available information for application ref: 97/51298/FUL and 02/01057/FUL, whether either of these applications have been brought forward. However, given the 1997 and 2002 submission years, it is assumed that even if the later application had been built out, traffic associated with the development would be included within the traffic survey data collected 20-years later in November 2022 and would therefore be considered as part of the background traffic flows observed passing the assessed proposed northern access, particularly as the Tennis Club traffic would use the existing London Road access to the Tennis Club.

As shown in **Drawing No: 1200 P15**, it is proposed the Tennis Club will continue to access the highway network via its existing London Road access. Consequently, the existing Tennis Club traffic is considered to be accounted for within the observed background traffic flow shown in **Figure 1**.

NCC Comment 2

Residential Table 6.1 indicates person trip rates which has then been split by using Census journey to work data for Newark o09 – the date of the Census used for this is not specified but in any case not all residential trips are related to journeys to work so it is unclear how this is relevant.

It is also considered to be a particularly unusual approach given that the outputs also give vehicular trip rates. However, the TRICs outputs highlight issues with the selection criteria including conflicting location selection, incomparable locations due to not making selections based on geographical census data and not removing any sites which were not comparable to the one in question in general / data that is likely to be flawed.

We would also question the use of the TRICs rates for blocks of flats as there do not appear to be any comparable sites when proper location/census selections are made. Given that these proposed flats are within development with private residential housing, it is thought that the trip rates for this latter category is more appropriate, given that this often includes mixed houses and flats such as this proposed development, as opposed to individual blocks of flats.

We do not therefore agree with the proposed trip rates.

Eddisons Response to Comment 2

The reported trip generation calculation is one commonly used and accepted by Local Highway Authorities around the UK and by National Highways. Nevertheless, the calculation has been updated using Vehicle trip-rates as requested by the LHA.

However, Eddisons note that it is irrelevant whether flats are located in a block regardless of the number of storeys, this type of development typically produces a lower trip-rate than single-storey housing.

NCC Comment 3

NCC have carried out a test run, addressing the above which has returned trip rates of 0.616 and 0.738 in the am and pm peaks respectively.

Eddisons Response to Comment 3

Eddisons have reviewed the 2021 National Census 1 and 5-mile population data, as used in the census data selection parameters in TRICS, surrounding the application site as shown in **Figure 2** below.

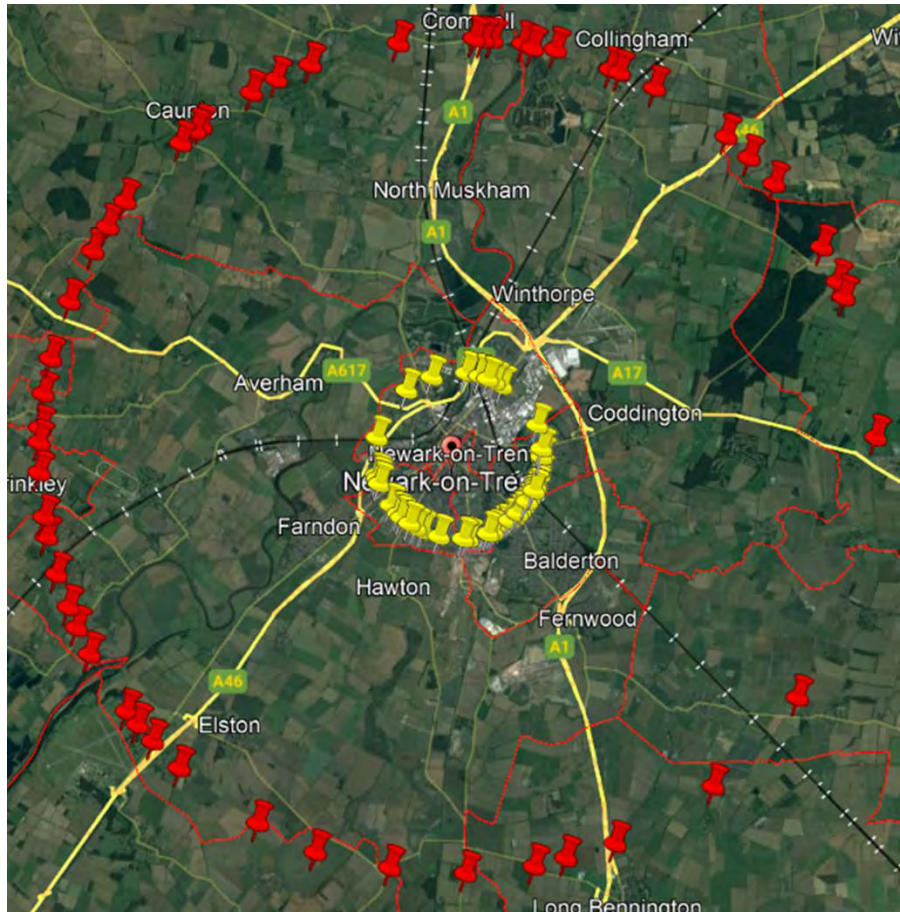


Figure 2 One (Yellow) and 5-mile (Red) Population Cordons

Eddisons calculate the 2021 populations to be:

- 24,478 people within the 5-mile cordon and
- 53,233 people within the 5-mile cordon.

These population figures have been selected in the TRICS database in addition to the following criteria:

- 03 - Residential
- Category: A - Houses privately owned,
- full available survey sample (33-363 residential units),
- All sites outside of London,
- All Monday to Friday surveys selected,
- Population within 1 mile: 20,001 to 25,000,
- Population within 5 miles: 50,001 to 75,000.

In accordance with the stated census data, Eddisons have been able to calculate the trip rates listed in **Table 2** below. Full TRICS outputs are included in **Appendix 1**.

Arrival	Departure	2-Way	LHA
0.098	0.381	0.479	0.616
0.376	0.194	0.570	0.738

Table 2 **Trip Rates**

It is requested that the LHA clarify their trip rates if not the arrival and departure trip rates calculated by the LHA in their trip-rate calculation if the above trip-rates are not acceptable.

NCC Comment 4

Please note that there is a suggestion that the traffic which would have been generated by the school could be used as a discount, but as the school closed in 1997 so this would not be considered relevant / acceptable.

Eddisons Response to Comment 4

No trip discounting was undertaken as part of the submitted impact assessment.

NCC Comment 5

Notwithstanding the above issues, Figure 9 does not appear to show the correct figures as there is 1 less vehicle exiting the development in both am and pm peak.

Eddisons Response to Comment 5

This difference is due to rounding and is considered to be insignificant.

NCC Comment 6

Considering Figure 10 which shows south site development traffic, there is a vehicle missing from the AM arrival, but moreover the tennis club has not been included. Whilst it is existing elsewhere on the network it should be considered as diverted and new to Harewood Avenue and the local junctions.

Eddisons Response to Comment 6

The single vehicle difference in the trip generation is due to rounding and is considered to be insignificant, as previously discussed.

As previously discussed, the Tennis club will continue to use their existing access onto London Road.

NCC Comment 7

There are also issues with the assignment of the development traffic, notably the choice of Princes Street, which is a narrow residential street with on street parking and poor visibility at the junction and intensification of use would be a concern. It is also noted that, contrary to the statement in paragraph 6.6.2 of the TA that Google does not appear to assign any traffic along here and therefore this assignment should be removed with traffic assigned along more suitable roads identified by Google.

Eddisons Response to Comment 7

The Google drive-time distribution assigned traffic to Prince's Street at the time it was undertaken. Google data is based upon continuously updated 'live' mobile phone data, which may show different routing from that originally identified, as a result.

The traffic distribution will be updated following the agreement of the development trip rates and subsequent adjustment of the study area to identify the junctions likely to be impacted by 30+ two-way development trips.

NCC Comment 8

Figures 13 to 20 relate to AADT and are not required to assess the development impact. It is not clear why these have been included.

Eddisons Response to Comment 8

AADT flows were included to inform the air quality assessment. These flows have been removed.

NCC Comment 9

Notwithstanding the matters that would need to be addressed before coming to a conclusion, Figure 11 shows 61 additional vehicles at the junction of London Road with Albert Street. The minimum accepted threshold at which assessments should be carried out is where a development increases traffic by 30 or more. This is clearly exceeded at this junction which will require assessment and the gravity model should be extended to the point whereby vehicles are dispersed and no longer trigger an additional 30 vehicles.

Eddisons Response to Comment 9

As previously discussed, the study area will be amended following agreement of the development trip rates, which influence the extent of the road network impacted by 30+two-way development traffic flows.

NCC Comment 10

Please note that this also applies to roads where the flows from the tennis club increase development traffic to 30 or more, once included.

Eddisons Response to Comment 10

As previously discussed, Tennis club traffic is included within the background traffic flows.

NCC Comment 11

Highway Safety

The accident statistics have been taken from Crashmap which only holds records of accidents until the end of 2022 and only a short section of London Road in the direct vicinity of the access have been considered. Up to date statistics can be acquired from Road Injury Accident Data roadinjuryaccidentdata@viaem.co.uk and should cover the study area (informed by junctions where the development increases traffic by 30 or more vehicles)..

Eddisons Response to Comment 11

Noted. Accident data will be requested from this source once trip-rates have been agreed with NCC and the study area adjusted accordingly.

NCC Comment 12

North Side (London Road Access) – Full permission

The 'existing' plan shows the distance between the listed dwellings to be just over 8 metres which would not allow the access. It would appear that demolition of a section of Listed Building number 2 is required to enable this.

Eddisons Response to Comment 12

As shown in Drawing ref: 3876-F01 Rev B the distance across the carriageway is 5.5-metres with footways of 2-metres width along both sides of the carriageway.

NCC Comment 13

Similar to the Harewood Avenue proposed access, a drawing indicating the required geometry based on existing speeds has not been submitted. It is also required that a swept path analysis is undertaken to ensure that the existing refuge does not obstruct access for left turning vehicles.

Eddisons Response to Comment 13

As previously discussed, the northern site access will have a 5.5-metre-wide carriageway with 2-metre-wide footways along both sides and 6-metre entry radii, as shown in **Drawing ref: 3876-F01 Rev B**.

NCC Comment 14

The count on London Road was carried out without license, which had one been applied for, carrying out a count in a non-neutral month may have been questioned. The AM count in particular is 10% lower than a count that NCC have access to and with notable differences in HGV traffic, carried out in a neutral month (September). This count also shows a more tidal flow than the one presented.

Eddisons Response to Comment 14

The November traffic survey was undertaken to inform the initial assessment as no historic neutral month peak hour data was available at the site access location. Neutral month surveys cannot be undertaken until mid-January 2024 at the earliest opportunity and will be carried out once the study area has been finalised following agreement of the development trip rates.

NCC Comment 15

Committed developments also do not account for the Fernwood and Middlebeck developments.

Eddisons Response to Comment 15

It is noted that there are a number of developments in the Middlebeck and Fernwood areas of Newark, which Eddisons consider to be located at remote locations to the application site. Eddisons request clarification of the development application numbers the LHA wish to be considered as committed development.

NCC Comment 16

Whilst the development access is unlikely to be over capacity and identify queuing as a standalone junction, the assessment does not take into account the congestion and queuing from adjacent junctions past here and which will result in issues with turning traffic and highway safety at this junction and this should therefore be addressed.

Eddisons Response to Comment 16

As previously discussed, additional traffic surveys of neighbouring junctions cannot be undertaken until mid-January 2024 at the earliest opportunity. Such surveys will be progressed once the study area has been finalised following agreement of the development trip rates.

NCC Comment 17

Please note that the major arm geometry has been exaggerated as this width of carriageway is not available, given the nearside buildout and parking bay on the junction approach from the northwest.

Eddisons Response to Comment 17

The major arm geometry has been amended to take account of the upstream parking bays and downstream Bus stop.

The northern site access junction analysis has been updated to include the revised trip rates shown in **Table 2**. The PICADY output is summarised in **Table 3** below, full PICADY output, including geometric parameters are included in **Appendix A**.

Arm	AM Peak		PM Peak	
	RFC	Max Q	RFC	Max Q
Site Access	0.08	0	0.04	0
London Road	0.02	0	0.11	0

Table 3 London Road Site Access Summary 2030 PICADY Output

As can be seen in the above table, the proposed site access junction is forecast to operate efficiently and significantly below its design capacity during both peak hours.

NCC Comment 18

Layout

The swept path of the refuse vehicle appears to show it stationary on London Road and dry steering to be able to access the development, subsequently overhanging the footway on the opposite side of the road. The geometry of the access should be amended to allow a vehicle to enter without stopping, particularly on this busy, classified road.

Eddisons Response to Comment 18

The swept path of an 11.5-metre refuse vehicle has been undertaken, as shown in **Drawing No. 3876-SPo2 Rev D**, demonstrating an 11.5-metre refuse vehicle can enter, access all parts of and exit the site.

NCC Comment 19

The internal road layout is good within this Phase, meaning that vertical traffic calming is unnecessary.

Eddisons Response to Comment 19

Noted.

NCC Comment 20

There is no turning head on the east-west aligned road to the south, but it is over 50m in length and is therefore a requirement.

Eddisons Response to Comment 20

As shown in **Drawing No. 1200 P15**, a turning head has been provided at the western end of the east-west aligned road.

NCC Comment 21

- **There is no widening on the bends. This should be determined by tracking a large car and a delivery vehicle, with suitable offsets.**
- **Pedestrian and vehicular visibility splays are required to be shown from all private drives serving 2 or more dwellings.**
- **Bin collection points are required close to the rear of highway and must not conflict with pedestrian visibility splays.**
- **Please note that the parking for the flats would need to be served by a dropped vehicular access as opposed to the bellmouths shown, to give pedestrian priority.**
- **Is the footway running north south across the Public Open Space to be offered for adoption? If not, the layout does not provide adequate footways.**
- **A service strip is required adjacent to carriageway but is not shown. A hard surfaced one would need to be 750mm, but grass ones are required to be 2 metres.**

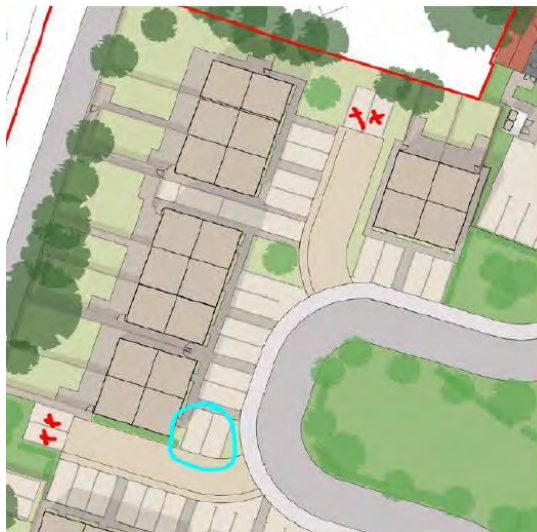
Eddisons Response to Comment 21

With regard to each of the above-listed bullet points:

- Swept-path tracking for a delivery vehicle and a large car has been undertaken as shown in **Drawing No. 3876-SP03**, there is sufficient road width (albeit using both sides), for a delivery vehicle and large car to pass one another with substantial forward visibility as shown in **Drawing No. 3876-01**. Furthermore, it is considered unlikely that large delivery vehicles will be travelling through the site at peak times or in significant numbers to raise a safety issue. Therefore, a condition requiring the height of landscaping to be kept to a maximum of 0.6-metres would be acceptable.
- Visibility splays are shown for all private driveways serving two or more dwellings, throughout the site, as shown in **Drawing No. 3876-01**.
- The provision of bin collection points will be addressed at the detailed design stage.

- A condition requiring the provision of dropped kerbs to access the flats parking areas will be acceptable.
- The footway running north-south across the Public Open Space will be offered for adoption.
- A 2-metre-wide footway will be provided along the grassed areas adjacent to the carriageway, as shown in **Drawing No. 1200 P15**.

NCC Comment 22



The layout of these private drives means there is less than 6m behind the parking spaces for vehicles to manoeuvre and all should be tracked. The ones circled in blue should be tracked from the future highway as the angle will increase the difficulty.

The spaces marked with red crosses are not acceptable as they will require vehicles to be reversed out onto highway with restricted visibility of oncoming traffic (2.4m setback is not appropriate for a reversing vehicle).

Eddisons Response to Comment 22

The carriageway has been increased to 6-metres in the vicinity of the marked parking spaces, to provide manoeuvring space for parked vehicles, as shown in **Drawing No. 1200 P15**.

NCC Comment 23

Paragraphs 2.3.1 and 2.3.2 discuss parking standards and state that there is under provision. This element is for the LPA to consider as the District have their own parking standards, but the Highway Authority are interested where under provision could lead to vehicles parking on highway in unsafe/obstructive spaces. A parking heat map would therefore be required (as defined in the Nottinghamshire Highway Design Guide). Please note, under provision includes not only number of indicated spaces, but the geometry and location of them.

Eddisons Response to Comment 23

The Newark & Sherwood Local Development Framework Residential Cycle and Car Parking Standards & Design Guide, Supplementary Planning Document (SPD), Map 1: Newark Parking Standard Zones, shows the application site is located within the 'Inner Newark Parking Zone'.

Table 2: Recommended Minimum Car Parking Standards (applies to all tenures) specifies:

- Two spaces per 4+ and 3-bedroom dwellings, and
- 1 space per 2 and 1-bedroom dwelling.

Table 4 below summarises the number of dwellings, required parking spaces in accordance with the SPD and number of proposed parking spaces.

Beds	Units	Parking Spaces	
		Required	Provided
4	18	36	36
3	26	52	52
2	11	11	17
1	27	27	27
Total	82	126	132

Table 4 Parking Space Provision

It can be seen in the above table that a total of 126 parking spaces are required in accordance with the SPD parking standards and 132-spaces will be provided, exceeding the SPD parking standards requirements.

NCC Comment 24



The lack of footway along the highlighted section would not be an issue in the standalone North side development, but it will be an issue should the South side subsequently come forward and should therefore be included in the full permission to avoid issues later down the line.

Eddisons Response to Comment 24

Noted. A 2-metre-wide footway will be provided through the grassed area as shown in Drawing No. 1200 P15.

NCC Comment 25

South Side (Harewood Avenue Access and London Road Access) – Outline Permission

There are no drawings detailing the access geometry and these are required. However, the current proposal is for this to serve a leisure use (tennis club) and it (and the eventual subsequent road leading to the tennis club) would be required to be a minimum of 6m in width. It should also be established if Harewood Avenue is suitable for non-residential use.

As an access on an existing road, the required visibility splays should be supported by speed surveys, particularly as speed is an existing concern of a number of residents. Forward visibility of right turning vehicles should also be checked in view of this.

Eddisons Response to Comment 25

The southern site access will consist of a 5.5-metre-wide carriageway with 2-metre-wide footways running along both sides of the carriageway and 6-metre entry radii, as shown in Drawing No. 3876-F02 Rev C.

Speed surveys, to confirm the visibility splays, will be undertaken in conjunction with any additional traffic surveys once the study area has been finalised, following agreement of the development trip rates.

NCC Comment 26

The existing numbers of vehicles using this road should also be established as there is local concern regarding its use as a rat run and surveys should be carried out. Furthermore, whilst the measured plan width of Harewood appears to be adequate for the proposed increase in residential traffic, the available width due to significant numbers of existing on-street parking appears to be much less and its suitability to carry additional vehicles should be robustly demonstrated.

Eddisons Response to Comment 26

As previously discussed, traffic surveys cannot be carried out until mid-January 2024 at the earliest. Such surveys will be carried out once the development trip rates have been agreed and the study area amended to assess the impact of 30+ two-way development trips.

NCC Comment 27

Please note that the survey on London Road was carried out without the necessary license. All future surveys on the highway network are required to be licensed and the applicants consultants should ensure that their surveyors apply at <https://resources.leicestershire.gov.uk/roads-and-travel/third-party-traffic-survey-licensing>.

Eddisons Response to Comment 27

Noted. Future surveys of junctions will be applied for following finalising of the study area and agreement of the development trip rates.

NCC Comment 28

Further to the above, the access is indicated to be sited at a location which requires the removal of a street tree. Paragraph 131 of the NPPF states that existing trees are retained wherever possible and therefore an arboricultural survey would need to be carried out to determine the root protection areas of all street trees to see if an access can be provided in a location which would not result in loss. Until this is demonstrated, the current position of the access is not acceptable.

Eddisons Response to Comment 28

This issue will be addressed in a separate response.

NCC Comment 29

There is no explanation as to how the 22 car parking spaces for the tennis club have been derived. This should be fully justified and account for weekend use which will be much higher. It is known that the club host tournaments. Any overspill of parking demand does not currently cause issues, but it would when combined with residential development.

Eddisons Response to Comment 29

The parking provision was confirmed by the Tennis Club/applicant.

NCC Comment 30

Please note that whilst the layout is not under consideration, the swept paths show inadequate turning facilities for the refuse vehicle.

Eddisons Response to Comment 30

Swept path analysis has been carried out for an 11.5-metre refuse vehicle entering the site via Harewood Avenue, accessing all parts of the southern site and exiting into Harewood Avenue in forward gear, demonstrating adequate turning heads are provided in the southern part of the site.

Summary

Eddisons have reviewed and responded to each of the received comments from Nottinghamshire County Council in this Technical Note.

- It has been confirmed that there is no publicly available development information for any of the proposed developments on the land to the south of the Tennis club.
- It has been confirmed that had any of the development proposals been brought forward on the land to the south of the Tennis Club, associated traffic would either be associated with the now defunct school or would be included within the observed background traffic flows at the northern access.
- It has been confirmed that the Tennis Club will continue to be accessed via its existing London Road access.
- Provided revised trip-rates revised trip rates and requested the LHA provide clarification of their trip rates.
- Confirmed the Tennis Club will continue to use its existing London Road access.
- A 5.5-metre carriageway with 2-metre-wide footways along both sides can be achieved at the northern and southern site accesses.
- The northern and southern access junction geometry has been provided.

- Established that additional surveys can only be undertaken in January 2024 at the earliest at locations which can only be identified once the development trip rates have been agreed and the distribution modelling correspondingly updated to show locations where a development traffic impact of 30+ two-way trips may be experienced.
- The northern access junction geometry has been amended to take account of the on-street parking bays and bus stop along London Road, demonstrating the junction will operate below its theoretical capacity during both peak hours.
- It has been demonstrated that an 11.5-metre refuse vehicle can enter, access all parts of and exit the site in forward gear.
- A turning head has been provided at the western end of the east-west aligned road within the site.
- Confirmed a condition limiting roadside landscaping to a maximum height of 0.6-metres would be acceptable.
- The visibility splays for all private driveways serving two or more dwellings have been provided.
- The provision of bin collection points will be addressed at detailed the design stage.
- The provision of dropped kerbs to access the flats parking areas can be conditioned.
- The proposed parking provision exceeds the SPD parking standards provision requirements.
- 2-metre-wide footway will be provided along the grassed areas adjacent to the carriageway.
- The carriageway has been increased to 6-metres in the vicinity of the marked parking spaces, to provide manoeuvring space for parked vehicles.
- The Tennis club parking provision is confirmed by the Tennis club/applicant.
- Swept path analysis demonstrates that an 11.5-metre refuse vehicle can access the southern section of the site, access all areas and exit the site in forward gear.

In summary, there should be no highway objections to these proposals.

Enclosures

Drawing No. 1200 P15	Illustrative Masterplan
Drawing No. 3876-Fo1	Rev B Proposed Northern Site Access Plan
Drawing No. 3876-SPo2	Swept Path Analysis (Refuse Vehicle)
Drawing No. 3876-SPo3	Swept Path Analysis (Car & Delivery Van)
Drawing No. 3876-01	Proposed Visibility Layout
Drawing No. 3876-Fo2 Rev C	Proposed Southern Site Access Plan

Figure 1	2022 Surveyed Peak Hour Traffic Flows (PCUs)
Figure 2	2030 Factored Peak Hour Traffic Flows (PCUs)
Figure 3	Application Ref: 20/00275/FULM Committed Development Traffic Flows (PCUs)
Figure 4	Application Ref: 22/01726/FULM Committed Development Traffic Flows (PCUs)
Figure 5	Total Committed Development Traffic Flows (PCUs)
Figure 6	2030 Base Traffic Flows (PCUs)
Figure 7	North Site Development Distribution
Figure 8	South Site Development Distribution
Figure 9	North Site Development Traffic Flows (PCUs)
Figure 10	South Site Development Traffic Flows (PCUs)
Figure 11	Total Development Traffic Flows (PCUs)
Figure 12	2030 Base with Development Traffic Flows (PCUs)
Appendix 1	Development Trip Rates

PLANS



Key

- Existing Trees
- Proposed Trees

General Notes:

- Do not scale off this drawing unless a scale bar is provided.
- Any ambiguities, omissions and errors on this drawing should be notified immediately to the Architect before the commencement of works on site.
- Dimensions are in millimetres unless otherwise stated.
- Dimensions, unless otherwise indicated, are to the face of unfinished block walls or to the finished plaster face of stud partitions.
- Dimensions are to be checked on site. Discrepancies are to be notified immediately to the Architect before the commencement of works on site.
- All levels are in meters unless otherwise stated.
- This drawing is to be read in conjunction with all other relevant drawings and specifications for this project.

Revision Notes:

Rev.	Date	Notes	Issued	Checked
P7	2023-07-28	Revised Layout	TOY	SHB
P8	2023-08-01	Updated red line to include junction	TOY	SHB
P9	2023-08-01	Amended Tennis Club parking	TOY	SHB
P10	2023-08-17	Increased Tennis Club parking, revising footpath. Pump station access adjusted.	MJ	JC
P11	2023-09-08	G12 trees removed. New tree planting shown. Plots 11-22 nudged east. Substation moved to suit additional car parking bays allocated for tennis club.	MJ	SHB
P12	2023-09-21	Added cycle lane. Updated tree survey.	TOY	SHB
P13	2023-10-18	Planning issue	MJ	SHB
P14	2023-10-26	Retained trees revised to suit Arboricultural survey.	MJ	JC
P15	2023-12-14	Updated layout post pre-application	MJ	SHB
P16	2023-12-18	Further layout updates added	MJ	JC

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LONDON ROAD NEWARK

Job Number: 23-0030
Client Name: Bildrum Properties

Project Address: London Rd, Newark NG24 1TW

Director / Associate: Matthew Branton
Status: A3 Planning
Sheet Size: A0P

Project Lead: Sarah Boxford
Functional Breakdown: B1
Scale: 1:500

Illustrative Masterplan

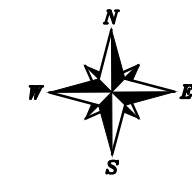
Full Document Reference:
BLR-FEA-B1-XX-DP-A-1200

Document Number: **1200**
Revision: **P16**
Revision Date: **2023-12-18**





NORTH SOUTH AERIAL VIEW

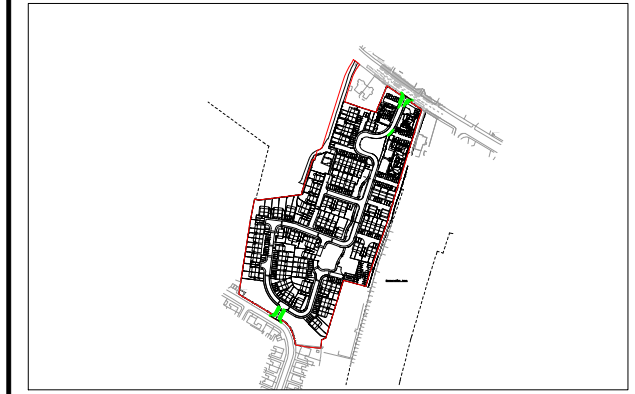


NOTES

THIS IS NOT A CONSTRUCTION DRAWING AND IS FOR INDICATIVE PURPOSES ONLY. THE DRAWING WILL BE SUBJECT TO CHANGE FOLLOWING LOCAL AUTHORITY REVIEW AND CONFIRMATION OF PUBLIC HIGHWAY AND THIRD PARTY LAND BOUNDARIES.

- INDICATIVE SITE BOUNDARY
- DENOTES NEW KERBS

LOCAL AUTHORITY: NOTTINGHAMSHIRE COUNCIL
TOTAL AREA OF SITE: 4.5Ha



SITE LAYOUT NTS

B A	SITE LAYOUT UPDATED TOPO ADDED	SL LB	JC MC	DEC 2023 NOV 2022
REV	DETAILS	DRAWN	CHECKED	DATE

CLIENT:

BROADGROVE

PROJECT:
**FORMER LILLEY AND STONE
SCHOOL, LONDON ROAD,
NEWARK**

DRAWING TITLE:

**PROPOSED NORTHERN SITE
ACCESS PLAN**

SCALES:

1:500 @ A3

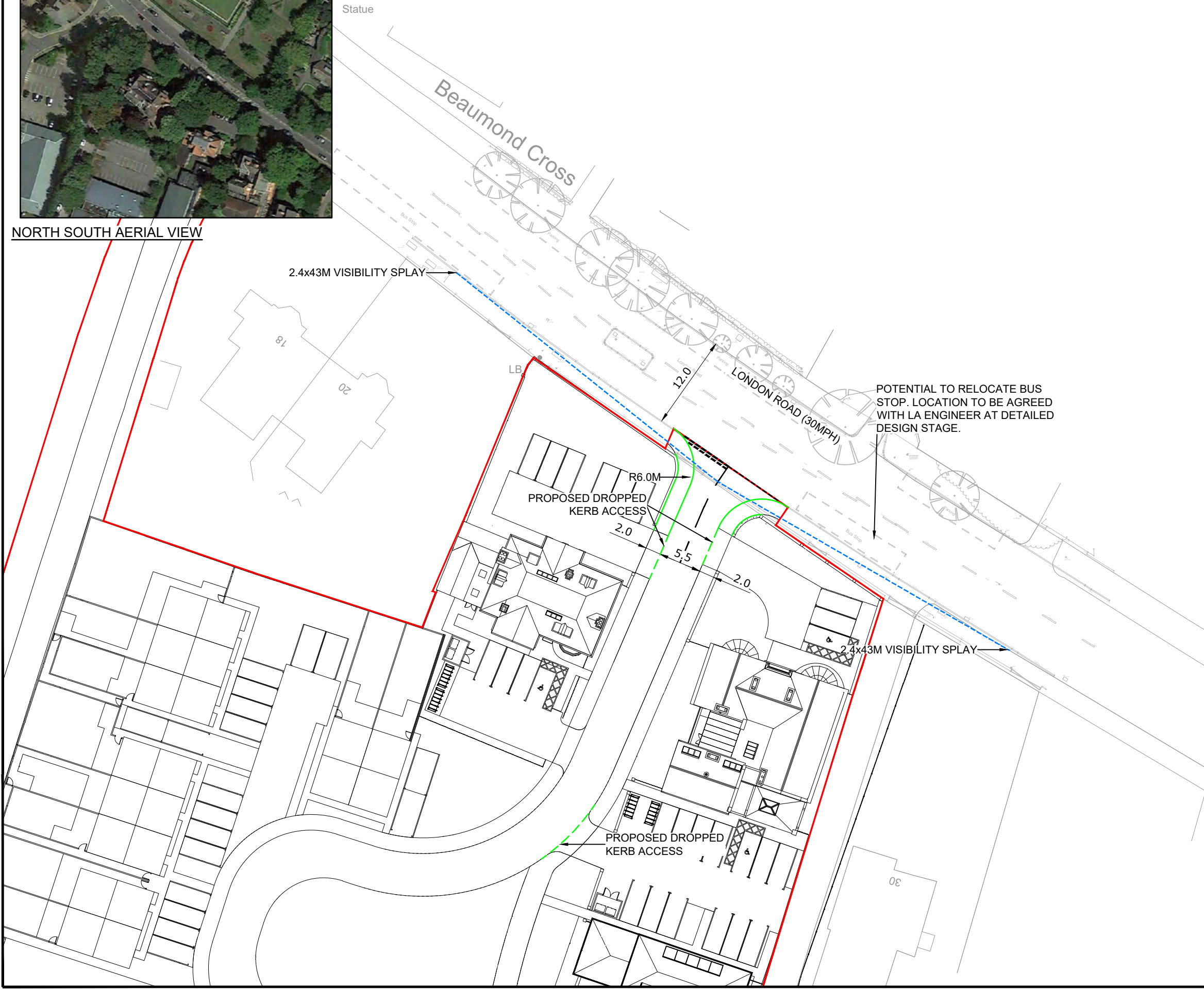
DRAWN: LB	CHECKED: MC	DATE: NOV 22
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Web: www.eddisons.com/services/transport-planning

DRAWING NUMBER: 3876-F01	REVISION: B
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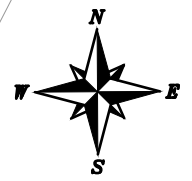


POTENTIAL TO RELOCATE BUS STOP. LOCATION TO BE AGREED WITH LA ENGINEER AT DETAILED DESIGN STAGE.

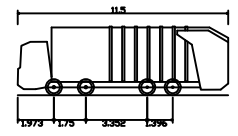
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SITE LAYOUT EXTRACTED FROM
BLR-FEA-B1-XX-DP-A-1200_P13_Illustrative Masterplan
20.10.2023



NOTES



Large Refuse Vehicle
Overall Length 11.500m
Overall Width 2.500m
Overall Body Height 3.750m
Min Body Ground Clearance 0.300m
Track Width 2.500m
Lock to lock time 6.00s
Wall to Wall Turning Radius 11.300m



C	SITE LAYOUT UPDATED	HL	LW	OCT 23
REV	DETAILS	DRAWN	CHECKED	DATE

CLIENT:
BROADGROVE

PROJECT:
FORMER LILLEY AND STONE SCHOOL, LONDON ROAD, NEWARK

DRAWING TITLE:
SWEPT PATH ANALYSIS

SCALES:
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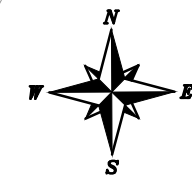
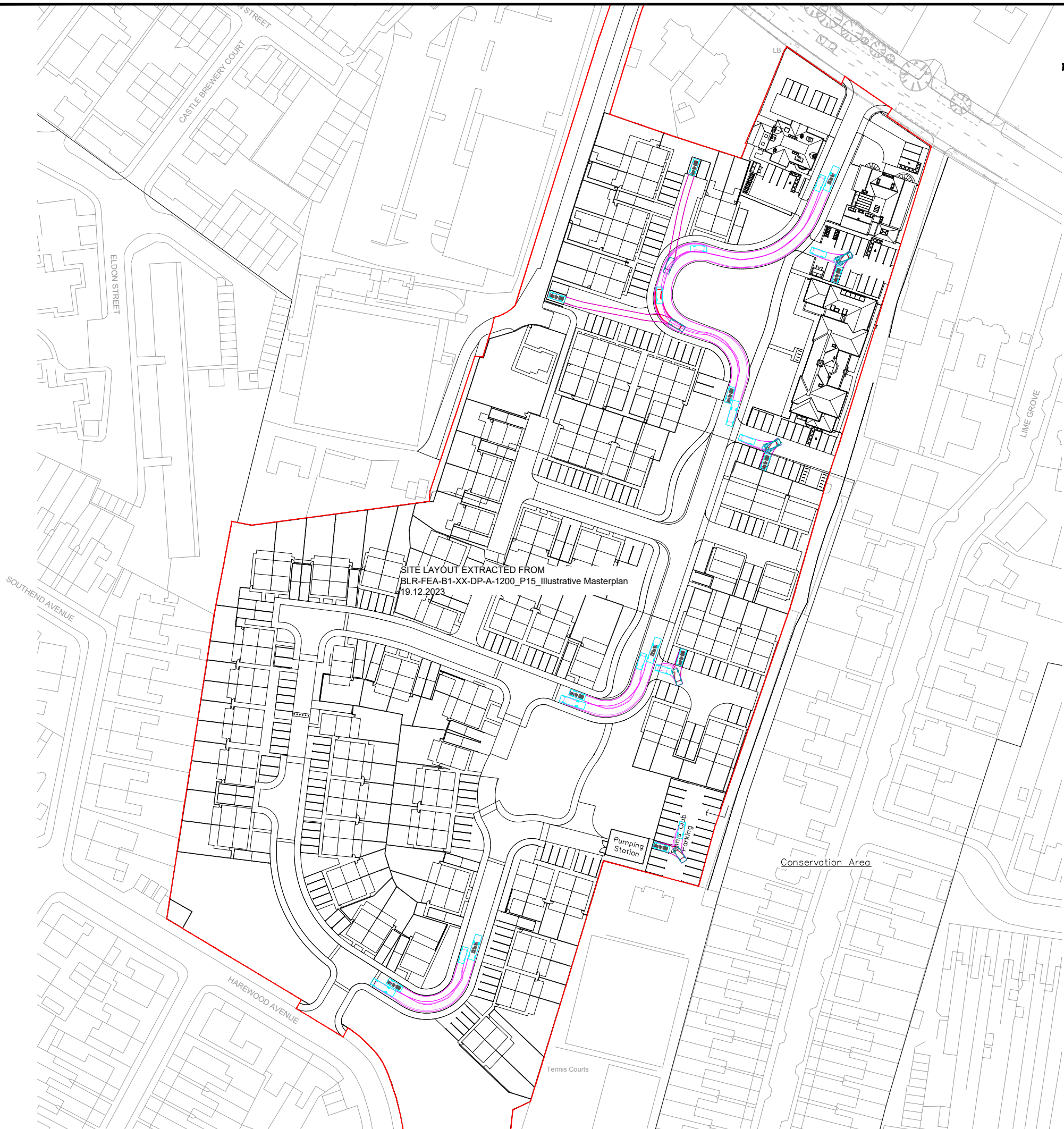
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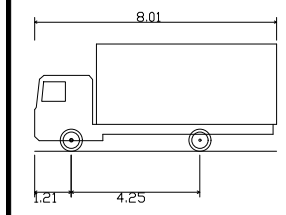
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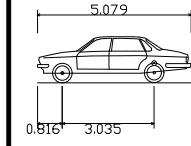
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NOTES



7.5t Box Van
 Overall Length 8.010m
 Overall Width 2.100m
 Overall Body Height 3.556m
 Min Body Ground Clearance 0.351m
 Track Width 2.064m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 7.400m



Large Car (2006)
 Overall Length 5.079m
 Overall Width 1.872m
 Overall Body Height 1.525m
 Min Body Ground Clearance 0.310m
 Max Track Width 1.831m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 5.900m

REV	DETAILS	DRAWN	CHECKED	DATE
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CLIENT:

BROADGROVE

PROJECT:
FORMER LILLEY AND STONE SCHOOL, LONDON ROAD, NEWARK

DRAWING TITLE:
SWEPT PATH ANALYSIS (CAR & DELIVERY VAN)

SCALES:
1:1250 @ A3

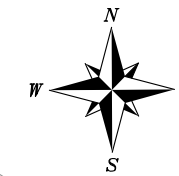
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DRAWING NUMBER: 3876-SP03	REVISION: -
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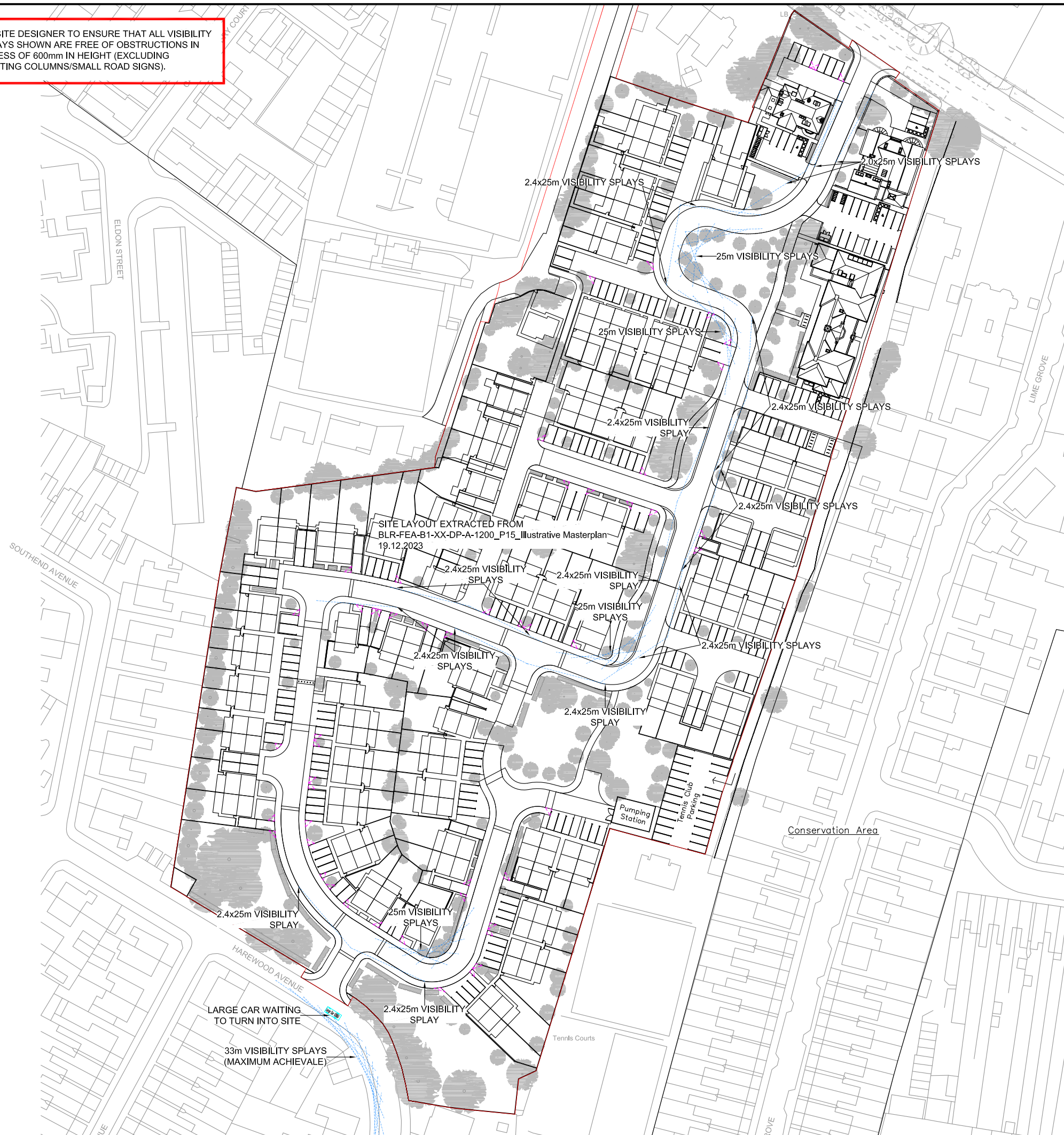


NOTE: ON-SITE DESIGNER TO ENSURE THAT ALL VISIBILITY SPLAYS SHOWN ARE FREE OF OBSTRUCTIONS IN EXCESS OF 600mm IN HEIGHT (EXCLUDING LIGHTING COLUMNS/SMALL ROAD SIGNS).



NOTES

- INDICATIVE SITE BOUNDARY
- - - DENOTES 2x2m PEDESTRIAN VISIBILITY SPLAY
- - - DENOTES VISIBILITY SPLAY



REV	DETAILS	DRAWN	CHECKED	DATE	

CLIENT:
BROADGROVE

PROJECT:
FORMER LILLEY AND STONE SCHOOL, LONDON ROAD, NEWARK

DRAWING TITLE:
PROPOSED VISIBILITY LAYOUT

SCALES: **1:1250 @ A3**

DRAWN: SL	CHECKED: JC	DATE: DEC 2023
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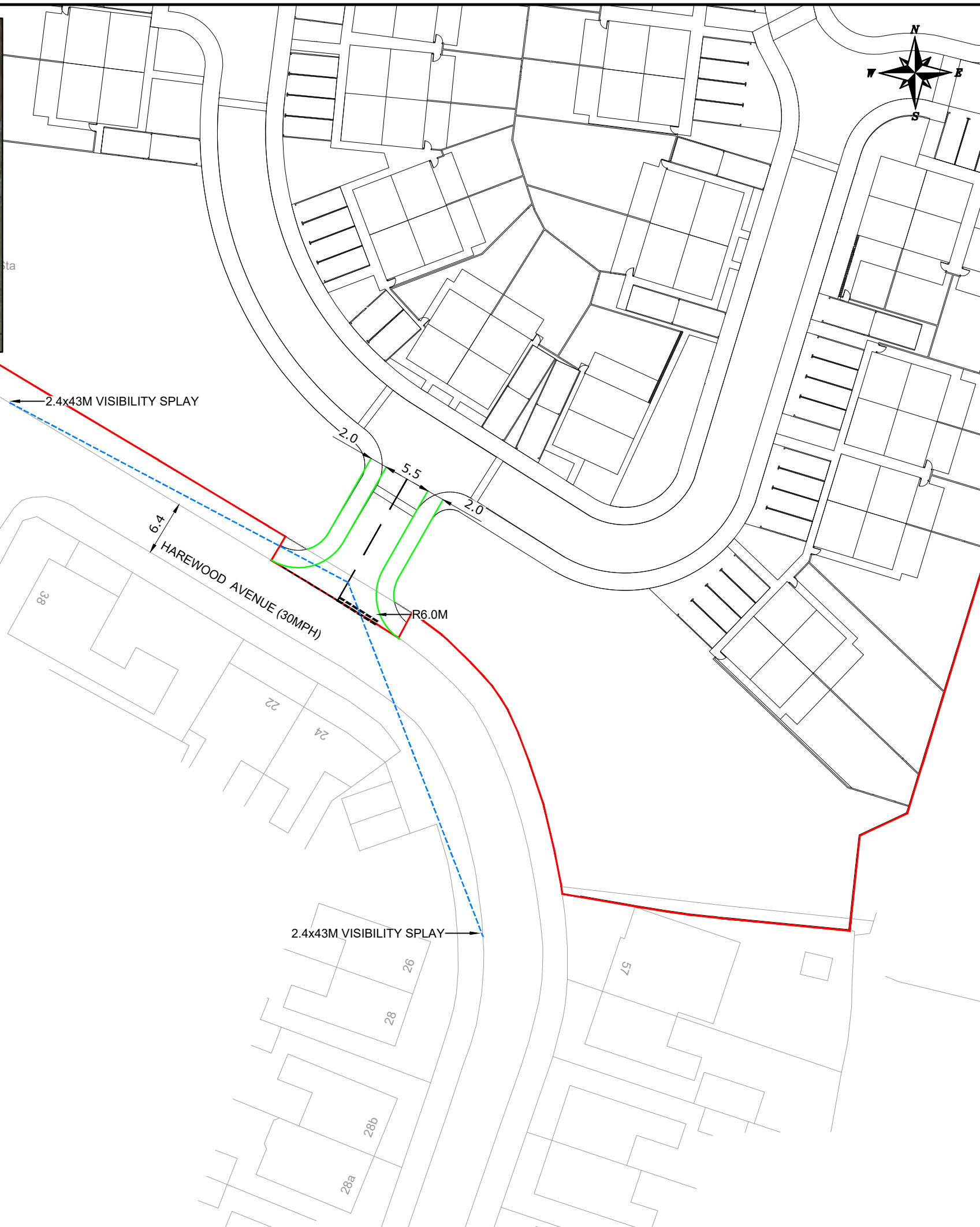
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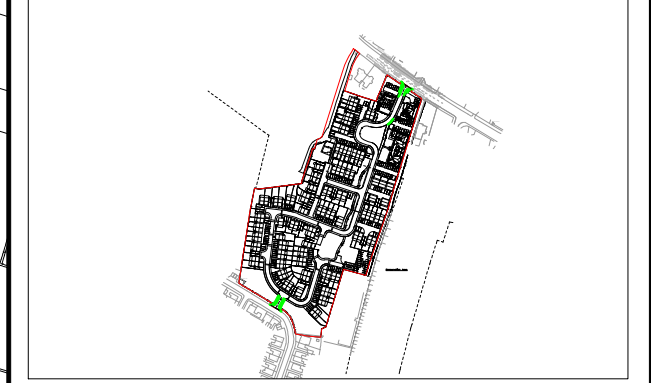
NORTH SOUTH AERIAL VIEW



NOTES
 THIS IS NOT A CONSTRUCTION DRAWING AND IS FOR INDICATIVE PURPOSES ONLY.
 THE DRAWING WILL BE SUBJECT TO CHANGE FOLLOWING LOCAL AUTHORITY REVIEW AND CONFIRMATION OF PUBLIC HIGHWAY AND THIRD PARTY LAND BOUNDARIES.

- INDICATIVE SITE BOUNDARY
- DENOTES NEW KERBS

LOCAL AUTHORITY: NOTTINGHAMSHIRE COUNCIL
 TOTAL AREA OF SITE: 4.5Ha



REV	DETAILS	DRAWN	CHECKED	DATE
C	SITE LAYOUT UPDATED ACCESS MOVED WEST TOPO ADDED	SL	JC	DEC 2023
B		LB	MC	NOV 2022
A		LB	MC	NOV 2022

CLIENT:
BROADGROVE

PROJECT:
FORMER LILLEY AND STONE SCHOOL, LONDON ROAD, NEWARK

DRAWING TITLE:
PROPOSED SOUTHERN SITE ACCESS PLAN

SCALES:
1:500 @ A3

DRAWN: LB	CHECKED: MC	DATE: NOV 22
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DRAWING NUMBER: 3876-F02	REVISION: C
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FIGURES

Figure	Title	Calculation
1	2022 Surveyed Peak Hour Traffic Flows (PCUs)	Survey
2	2030 Factored Peak Hour Traffic Flows (PCUs)	Fig 1 x NTEM
3	Application Ref: 20/00275/FULM Committed Development Traffic Flows (PCUs)	TA
4	Application Ref: 22/01726/FULM Committed Development Traffic Flows (PCUs)	TA
5	Total Committed Development Traffic Flows (PCUs)	Fig 3 + Fig 4
6	2030 Base Traffic Flows (PCUs)	Fig 2 + Fig 5
7	North Site Development Distribution	NCS JtW
8	South Site Development Distribution	NCS JtW
9	North Site Development Traffic Flows (PCUs)	Fig 7 x Trip Gen
10	South Site Development Traffic Flows (PCUs)	Fig 8 x Trip Gen
11	Total Development Traffic Flows (PCUs)	Fig 9 + Fig 10
12	2030 Base With Development Traffic Flows (PCUs)	
13	2019 AADT Traffic Flows (Vehicles)	
14	2022 AADT Traffic Flows (Vehicles)	
15	2030 Factored AADT Traffic Flows (Vehicles)	
16	Committed Development AADT Traffic Flows (Vehicles)	
17	2030 Base AADT Traffic Flows (Vehicles)	
18	North Site Development AADT Traffic Flows (Vehicles)	
19	South Site Development AADT Traffic Flows (Vehicles)	
20	Total Development AADT Traffic Flows (Vehicles)	
21	2030 Base With Development AADT Traffic Flows (Vehicles)	

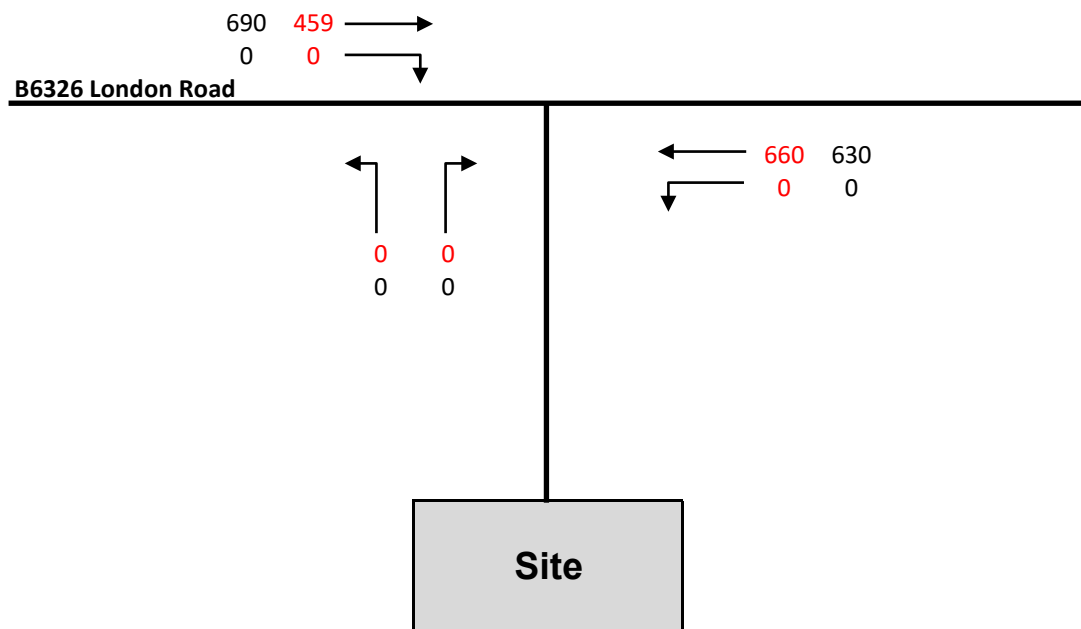
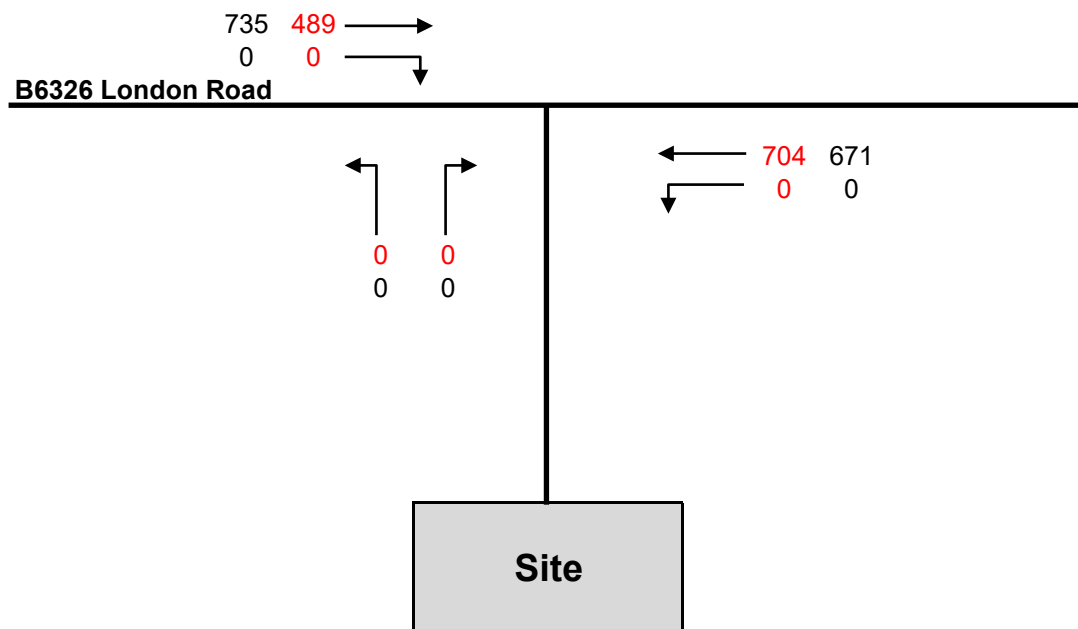
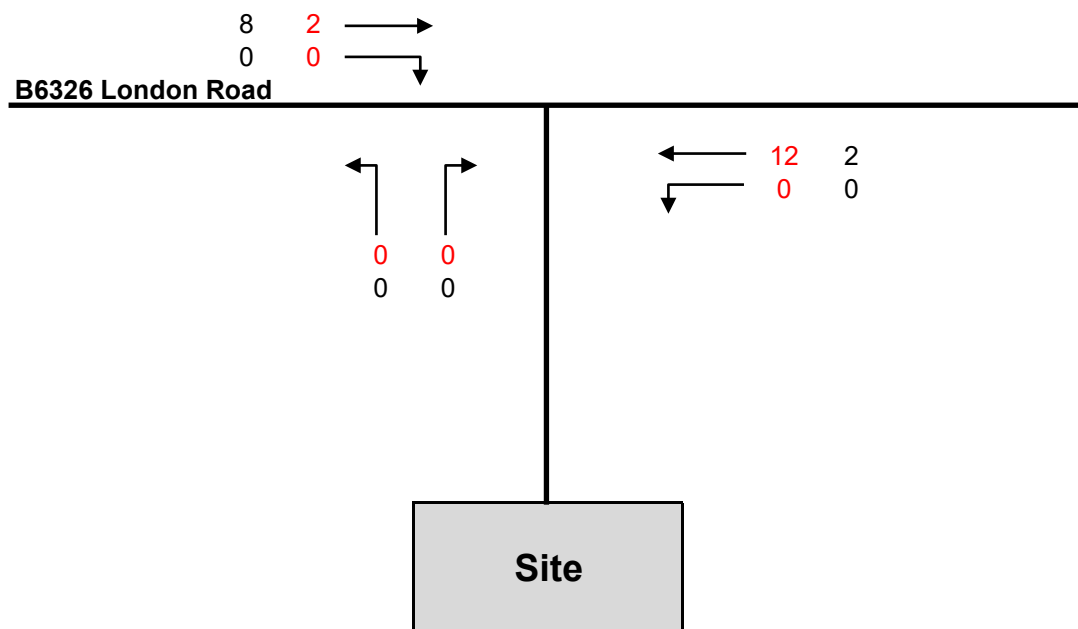


Figure 1 - 2022 Surveyed Peak Hour Traffic Flows (PCUs)



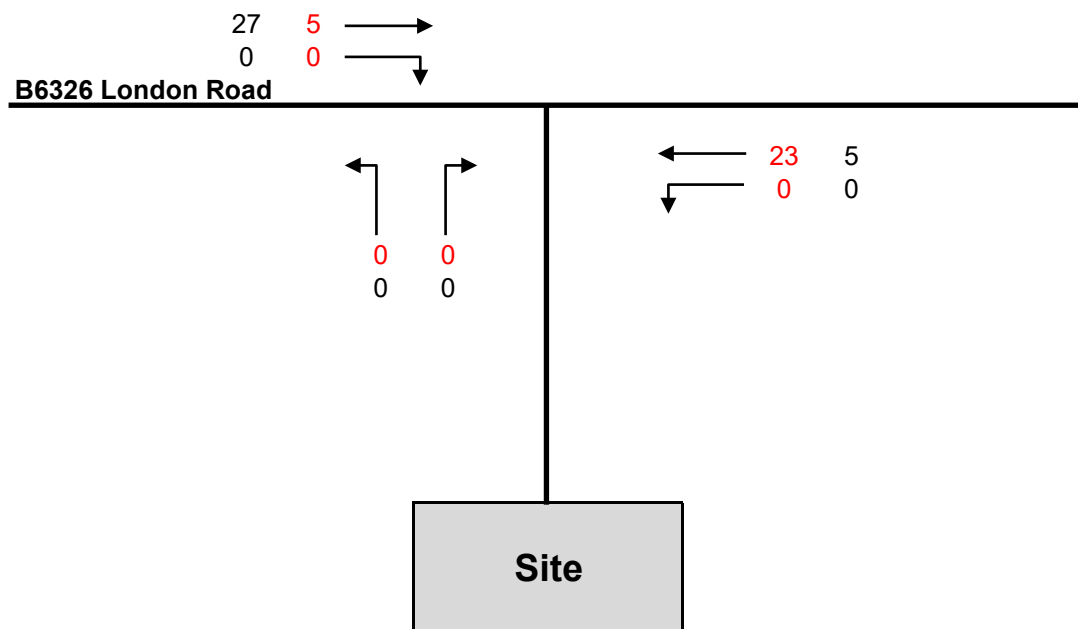
AM-Peak Hour Flow
 PM-Peak Hour Flow

Figure 2 - 2030 Factored Peak Hour Traffic Flows (PCUs)



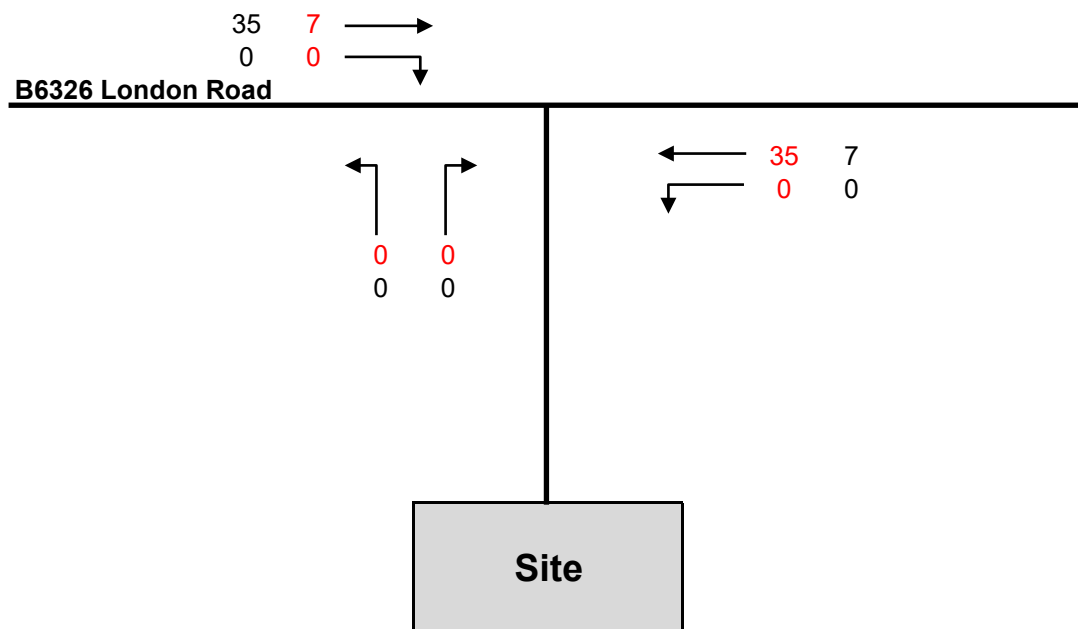
AM-Peak Hour Flow
PM-Peak Hour Flow

Figure 3 - Application Ref: 20/00275/FULM Committed Development Traffic Flows (PCUs)



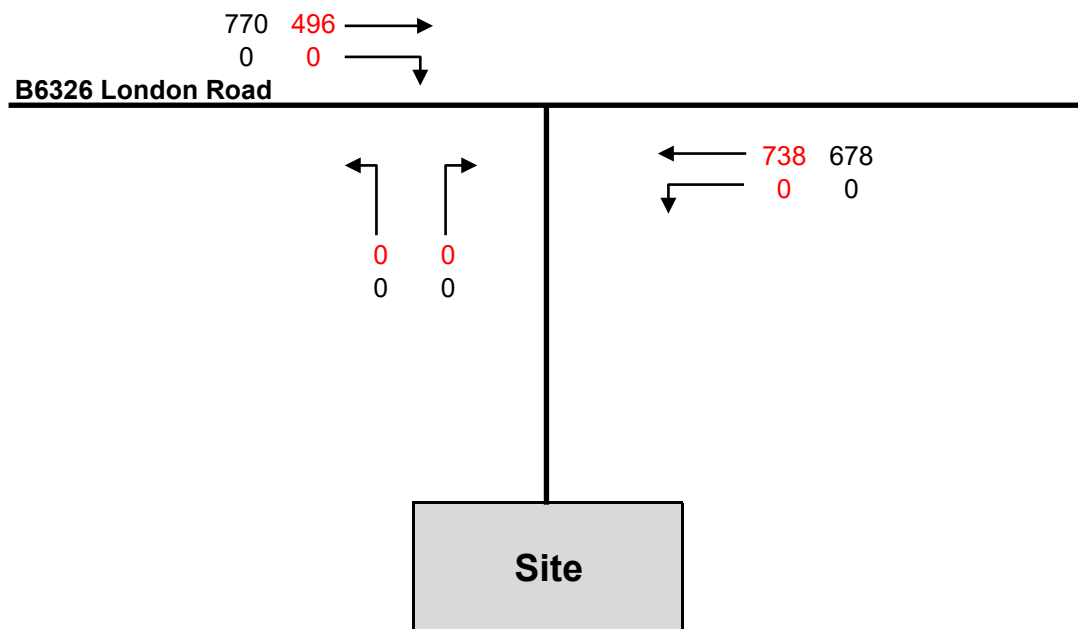
AM-Peak Hour Flow
 PM-Peak Hour Flow

Figure 4 - Application Ref: 22/01726/FULM Committed Development Traffic Flows (PCUs)



AM-Peak Hour Flow
 PM-Peak Hour Flow

Figure 5 - Total Committed Development Traffic Flows (PCUs)



AM-Peak Hour Flow
 PM-Peak Hour Flow

Figure 6 - 2030 Base Traffic Flows (PCUs)

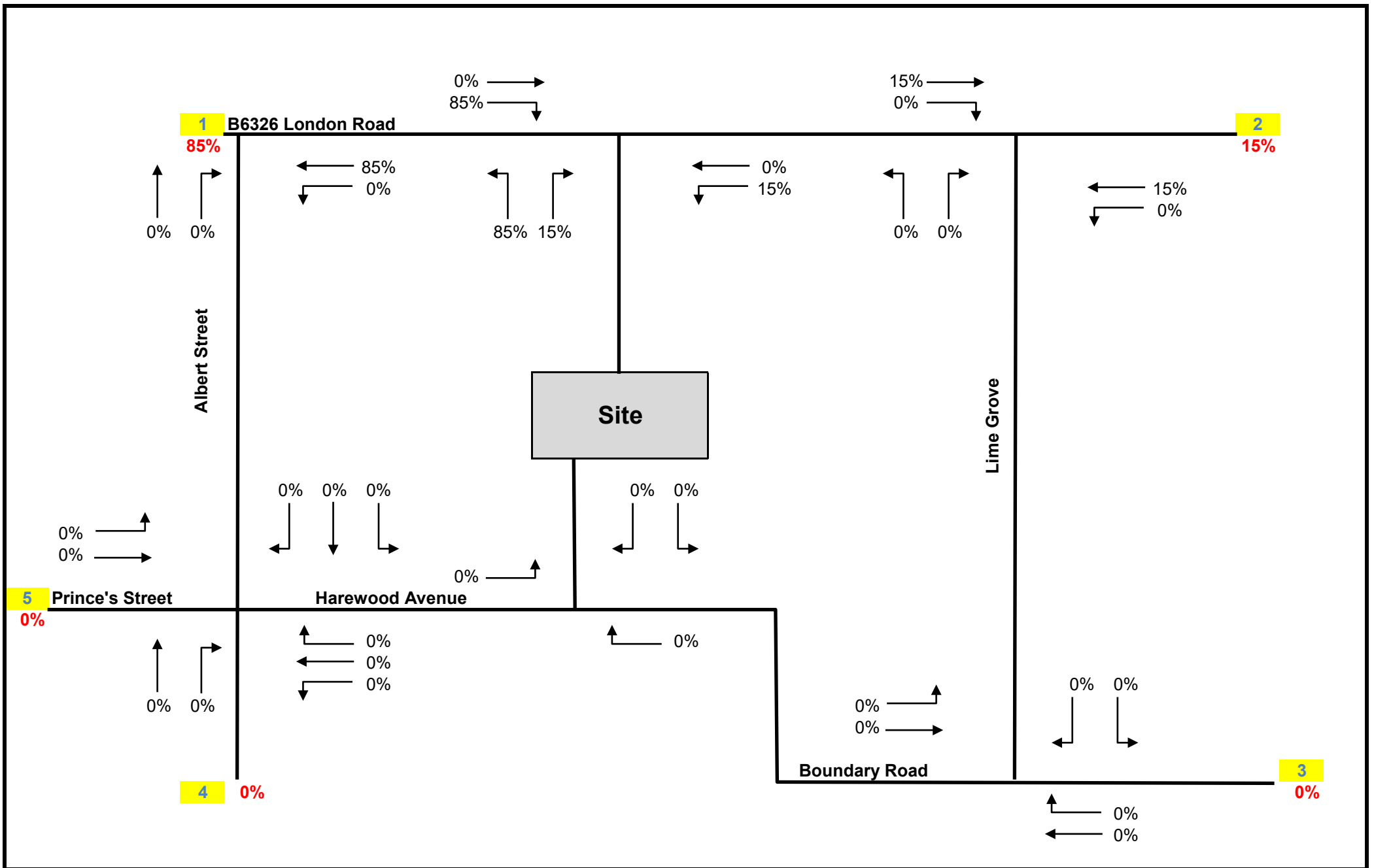


Figure 7 - North Site Development Distribution

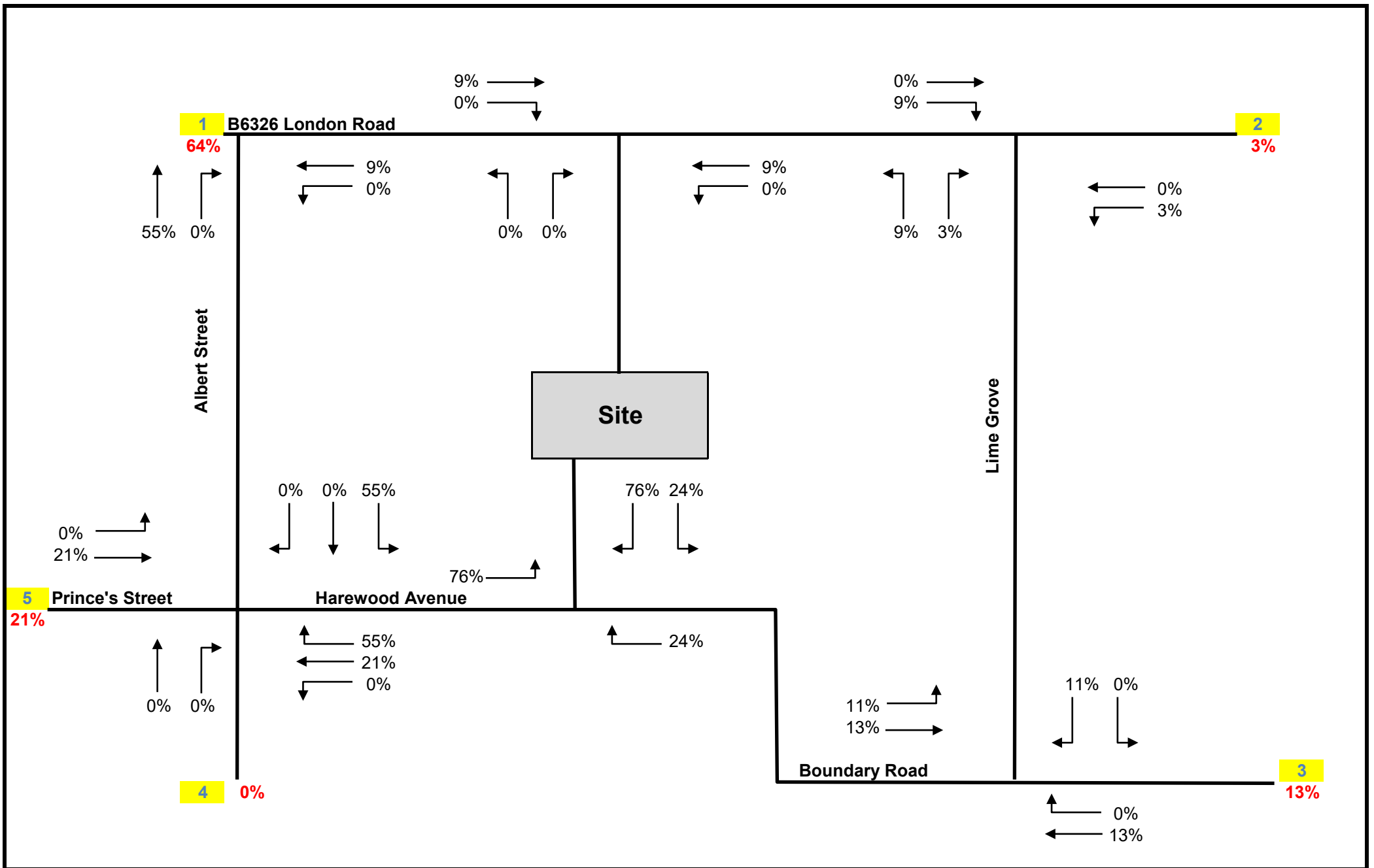


Figure 8 - South Site Development Distribution

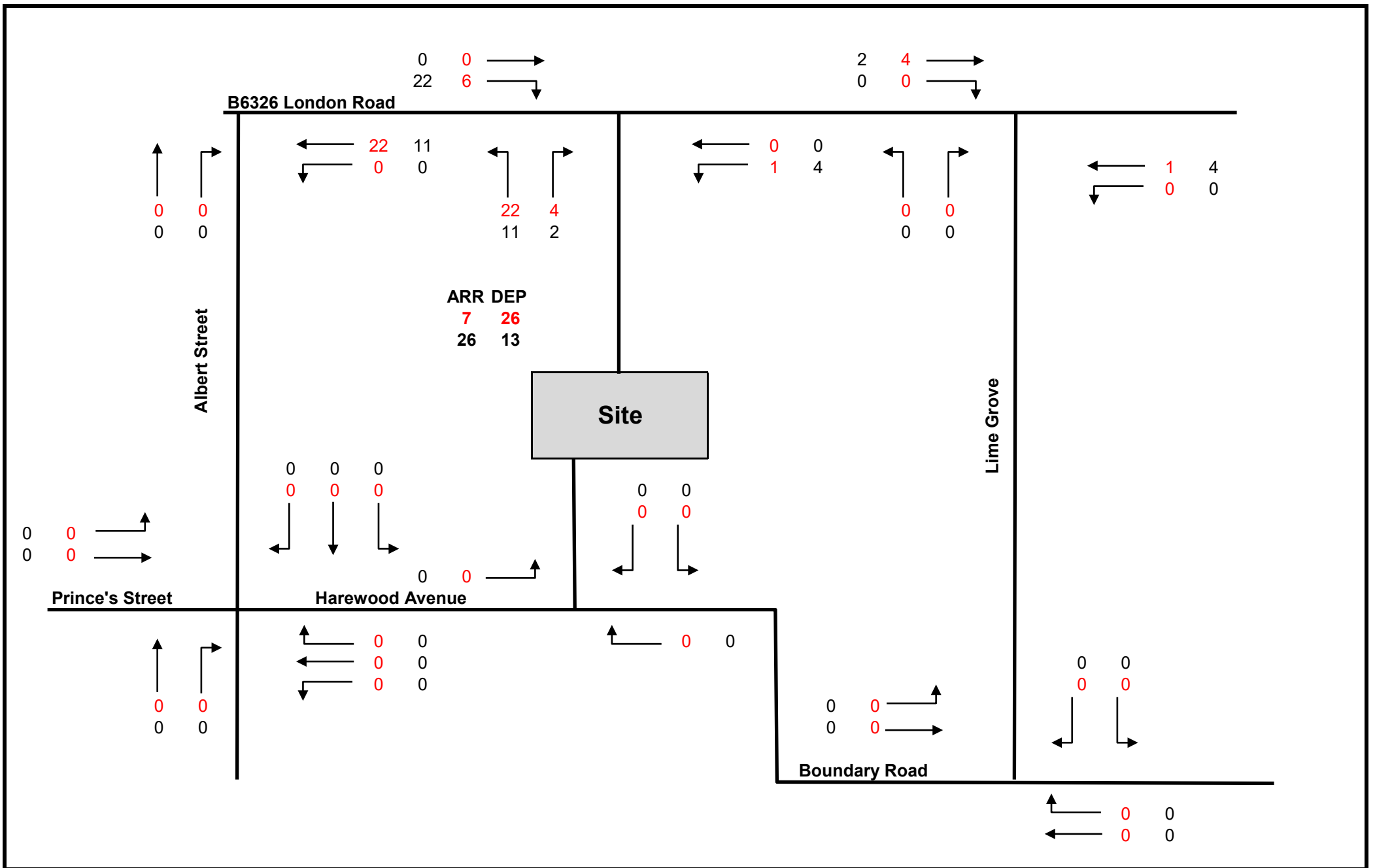


Figure 9 - North Site Development Traffic Flows (PCUs)

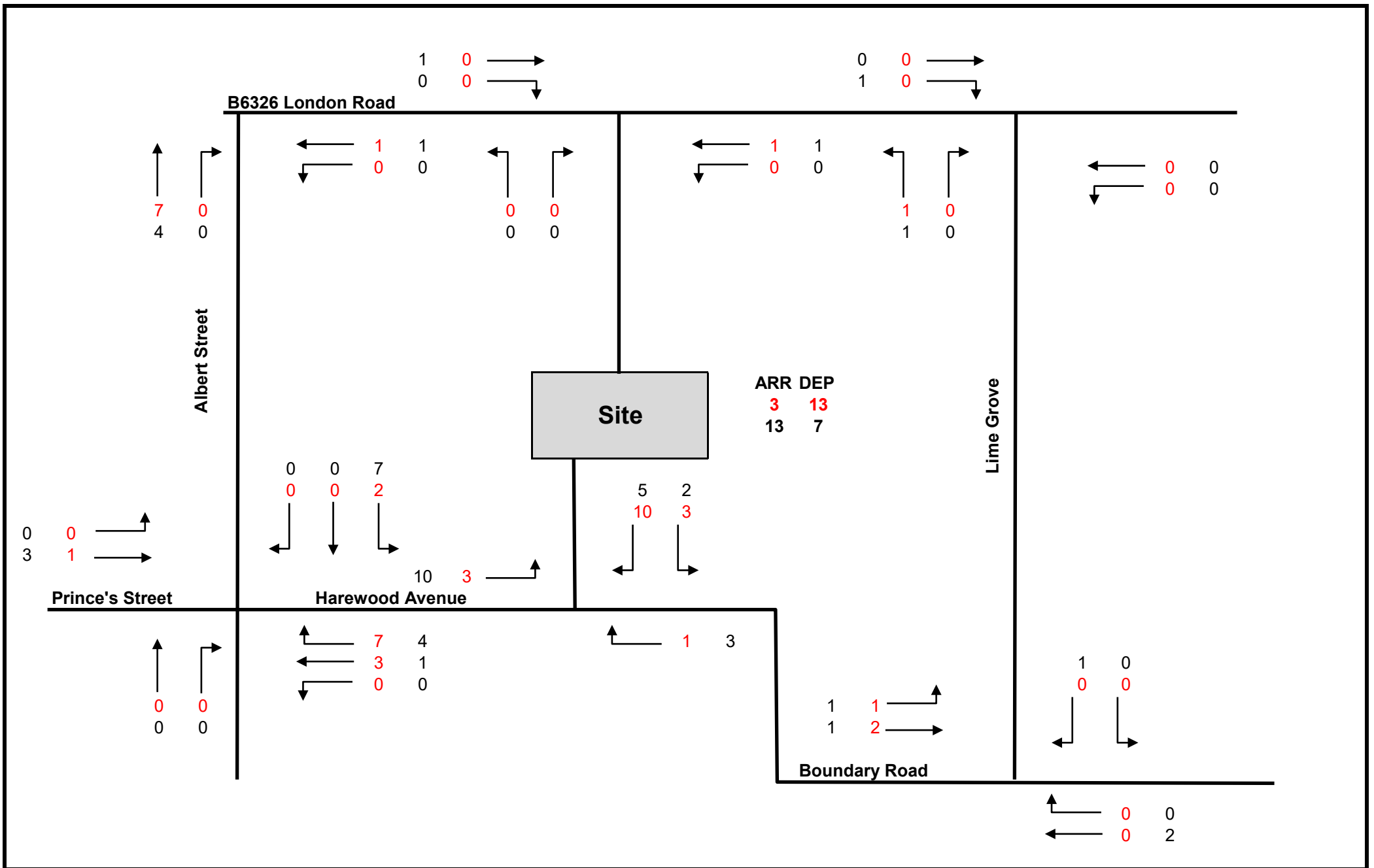


Figure 10 - South Site Development Traffic Flows (PCUs)

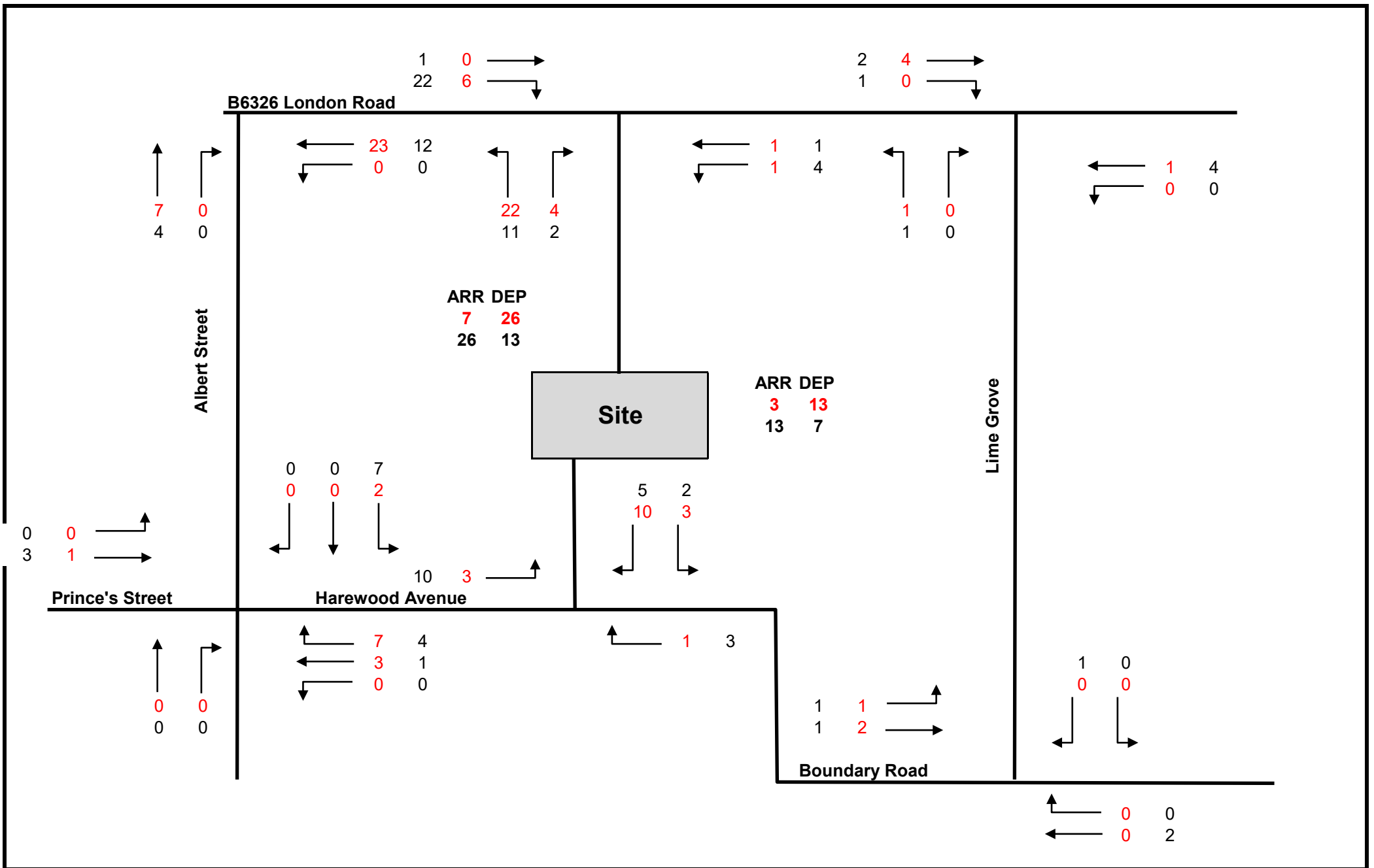
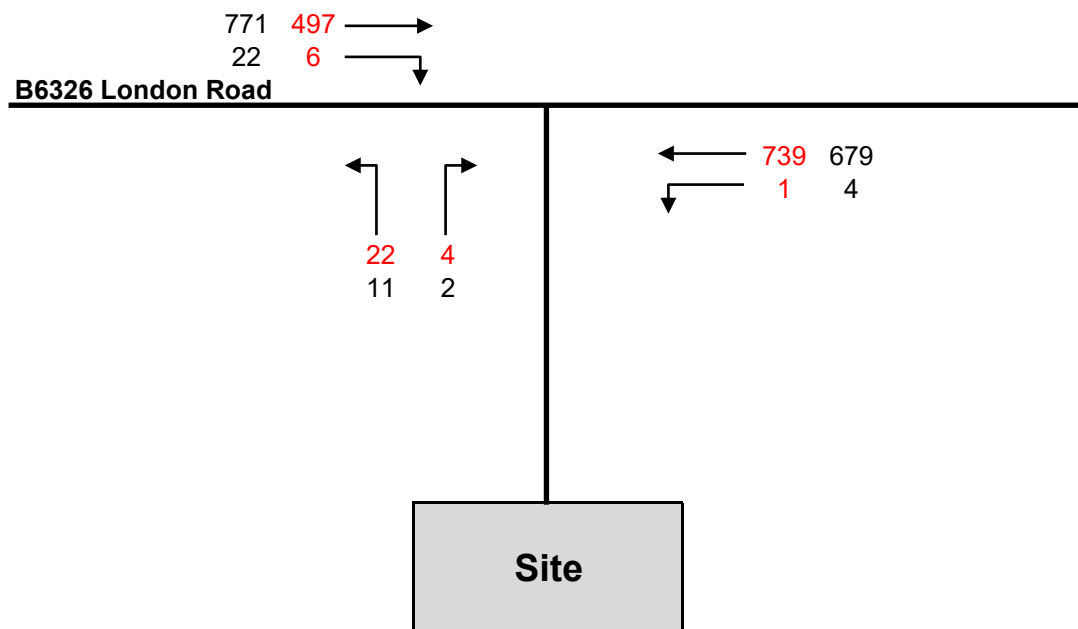


Figure 11 - Total Development Traffic Flows (PCUs)



AM-Peak Hour Flow
 PM-Peak Hour Flow

Figure 12 - 2030 Base With Development Traffic Flows (PCUs)

APPENDICES

APPENDIX 1

Development Trip Rates

Calculation Reference: AUDIT-851401-231214-1206

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	KC KENT	1 days
03	SOUTH WEST	
	SM SOMERSET	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
Actual Range: 33 to 363 (units:)
Range Selected by User: 33 to 363 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 27/09/17

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Wednesday 1 days
Thursday 1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count 2 days
Directional ATC Count 0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre) 1
Edge of Town 1

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone 2

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 1 days - Selected
Servicing vehicles Excluded 1 days - Selected

Secondary Filtering selection:

Use Class:

C3 2 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

20,001 to 25,000 2 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

50,001 to 75,000 2 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

1.1 to 1.5 2 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No 2 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present 2 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

The 'browse and select' feature in TRICS was used to choose the sites to be included in this selected set. The TRICS user browsed the full list of sites for this land use category and selected directly from this list.

1	KC-03-A-06 MARGATE ROAD HERNE BAY	MIXED HOUSES & FLATS		KENT
	Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total No of Dwellings:		363	
	Survey date: WEDNESDAY		27/09/17	Survey Type: MANUAL
2	SM-03-A-01 WEMBDON ROAD BRIDGWATER NORTHFIELD	DETACHED & SEMI		SOMERSET
	Edge of Town Residential Zone			
	Total No of Dwellings:		33	
	Survey date: THURSDAY		24/09/15	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	198	0.071	2	198	0.301	2	198	0.372
08:00 - 09:00	2	198	0.098	2	198	0.381	2	198	0.479
09:00 - 10:00	2	198	0.149	2	198	0.152	2	198	0.301
10:00 - 11:00	2	198	0.106	2	198	0.157	2	198	0.263
11:00 - 12:00	2	198	0.121	2	198	0.136	2	198	0.257
12:00 - 13:00	2	198	0.162	2	198	0.141	2	198	0.303
13:00 - 14:00	2	198	0.169	2	198	0.146	2	198	0.315
14:00 - 15:00	2	198	0.162	2	198	0.174	2	198	0.336
15:00 - 16:00	2	198	0.250	2	198	0.169	2	198	0.419
16:00 - 17:00	2	198	0.321	2	198	0.169	2	198	0.490
17:00 - 18:00	2	198	0.376	2	198	0.194	2	198	0.570
18:00 - 19:00	2	198	0.318	2	198	0.227	2	198	0.545
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.303			2.347			4.650

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

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Parameter summary

Trip rate parameter range selected: 33 - 363 (units:)
 Survey date range: 01/01/15 - 27/09/17
 Number of weekdays (Monday-Friday): 2
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.