

Highways Supporting Statement

Proposed Redevelopment of Unit 1, 23 London Road, Newark

29th February 2024

Introduction

Andrew Moseley Associates (AMA) has been commissioned to prepare a Highways Supporting Statement (HSS) to review the highway impacts associated with the change of use of Unit 1, 23 London Road, Newark from a retail unit (Use Class E) to a restaurant / hot food takeaway (Use Class E / Sui Generis) along with associated works.

This Statement sets out the following elements:

- ▶ Description of Site Location;
- ▶ Details of the Local Highway Network;
- ▶ Sustainable Modes of Access – Walking, Cycling and Public Transport;
- ▶ Proposed Development; and
- ▶ Conclusion

This Statement is also supported by the following Figures and Appendices:

- ▶ **Figure 1** – Indicative Site Location Plan; and
- ▶ **Appendix A** – Proposed Site Layout.

Description of Site Location

The site comprises an existing retail unit forming part of a retail development on London Road, Newark. The site is bound to the north by the Odeon cinema and a number of retail units, to the east by parking and London Road, to the south by an Asda petrol station and to the west by a mix of commercial and residential development. A site location plan is included at **Figure 1**.

The proposed site currently consists of a vacant building previously used as a retail unit, comprising a floor area of 324sqm. The Local Planning Authority (LPA) is Newark and Sherwood District Council (NSDC) and the Local Highway Authority (LHA) is Nottinghamshire County Council (NCC).

The parking area called 'London Road Inner Town Pay and Display Car Park' is under the control of the Council. Parking restrictions are in place for all visitors with a 30-minute duration of stay costing 50p.

Details of the Local Highway Network

The site is accessed from a simple priority T-junction on London Road serving the London Road Inner Town Pay and Display Car Park, along with a number of commercial and retail units. Lit footways are provided on alternate sides along the length of the road.

The shared access road runs in a general north-east / south-west alignment, to the south connecting with the B6326 London Road at a simple priority T- junction and to the north connecting with Balderton Gate at another simple priority T-junction.

Balderton Gate is a single carriageway, two-way road providing access to a number of retail units and residential properties. To the west a pedestrian zone is present, preventing vehicles from accessing the road at any time without a permit, or except for loading between specific times. To the east, Balderton Gate connects with Sherwood Avenue and Barnby Gate at a four-arm signalised crossroads.

London Road runs in a general south-east / north-west alignment to the south of the site and is a single carriageway, two-way road. To the west it connects with Portland Street and Lombard Street at a signalised junction, as well as providing access to Carter Gate, which forms a pedestrian zone. To the east, London Road connects with Sherwood Avenue and Bowbridge Road at a signalised staggered crossroads, before continuing southeast through the suburbs of Newark where it connects with the A1 and the village of Fernwood.

Sustainable Modes of Access – Walking, Cycling and Public Transport

The site is located in a sustainable and easily accessible location.

Given the urbanised nature of the local environment, the majority of roads within the vicinity of the site are provided with high quality pedestrian infrastructure. Dropped kerbs are provided over the accesses onto London Road and Balderton Gate. Controlled pedestrian crossing facilities are provided at the nearby signalised junctions, a build-out and refuge island are provided over London Road to the east of the site and many of the streets to the west of the site are pedestrianised. It is therefore considered that the local environment is highly conducive to travel on foot.

Within an acceptable 2km walking catchment of the site the entirety of Newark can be accessed, which includes a high level of residential development as well as complementary retail and commercial uses. All of these areas are accessible via existing pedestrian facilities.

Within an acceptable 5km cycling catchment of the site, the entirety of Newark can be accessed, as well as other local destinations including South Muskham, Winthorpe, Coddington, Balderton and Fernwood.

A regional cycle route is provided to the north of the site, routing in a general east / west alignment along Barnby Gate. To the east, this route connects with National Cycle Route (NCR) 64, which is a long-distance route between Melton Mowbray and Lincoln. NCR 48 commences to the southwest of the site on Victoria Street, which routes south to connect with NCR 15 just west of Bingham.

The site is also well located in terms of access to bus services, with a number of stops located within an appropriate 400m walk distance on London Road, Albert Street, Portland Street and Lombard Street. Further details of the service that call at these stops are provided in **Table 1**.

Table 1 – Local Bus Services and Average Frequency

Service	Route	Weekday	Saturday	Sunday
3N	Hawtonville – Balderton	30 mins	30 mins	-
24	Grantham – Newark	90 mins	2 hourly	-
47	Newark – Lincoln	2 per day	2 per day	-
55	Coddington – Suthers School	School Service	-	-
77	Newark – Hawtonville	Hourly	Hourly	-
90/90B	Newark – Nottingham	Hourly	Hourly	5 per day
91	Newark – Elston – Bingham – Orston	5 per day	5 per day	-
91A	Newark – Magnus School – Elston	School Service	-	-

Service	Route	Weekday	Saturday	Sunday
341	Newark – Fernwood	4 per day	1 per day	-
354	Newark – East Bridgford - Bingham	4 per day	4 per day	-
857	Newark – Bottesford	2 per day*	-	-
B4	Nottingham – Bakkavor	1 per day	2 per day	1 per day
X22	Sutton on Trent – Grantham	1 per day	-	-

* Wednesday and Friday

The site is located approximately 1.1km from Newark Northgate Railway Station and 1km from Newark Castle Railway Station, equating to an approximate 15-minute walk or 5 minute cycle. Regular services depart these stations to a range of destinations, including Lincoln, Hull, Edinburgh, and London.

The above information demonstrates that there are ample facilities to accommodate pedestrian, cycle and public transport trips to and from the site. The site is therefore considered to be in a highly sustainable location for access by non-car modes in line with national planning policy guidance.

Proposed Development

The development proposals are for a change of use from a retail unit (Use Class E) to a restaurant / hot food takeaway (Use Class E / Sui Generis). The proposals represent a very similar set up to the existing restaurant / hot food takeaway offering elsewhere in Newark town centre. The premises will include a small area dining area with approximately 50 covers along with interactive / over the counter order points for customers. The restaurant / hot food takeaway will also provide deliveries for customers living in the local area.

The proposed site layout is detailed in **Appendix A**.

Currier Collections

An agreement has been reached with the Council for 10 parking spaces to the rear of the building to be used by curriers collecting food order for delivery without any charges. Curriers will collect the food orders from the rear of the building.

Servicing

There is an existing service area to the north-east of the building complex where servicing can take place, as per the existing situation. Servicing is expected to occur 3 – 4 times per week, generally outside the busy operational periods.

Given the site's location within Newark town centre, a proportion of delivery drivers picking up customer food orders will arrive on cycle / motorcycle.

Refuse collection will take place from the servicing area to the north-east of the building complex.

Conclusion

It is considered that the information contained in this Statement should provide sufficient detail for the LHA to be able to make a positive recommendation on this change of use application.

The proposed development is situated in a highly sustainable location and is surrounded by similar uses and services in the town centre.

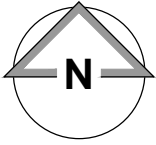
In conclusion, the proposals would not result in any detrimental highways impact on capacity or road safety. Therefore, there are no traffic or transportation reasons that should prevent the granting of planning permission for the development proposals.

Appended Documents

Figure 1 – Indicative Site Location Plan

Appendix A – Proposed Site Layout Plan

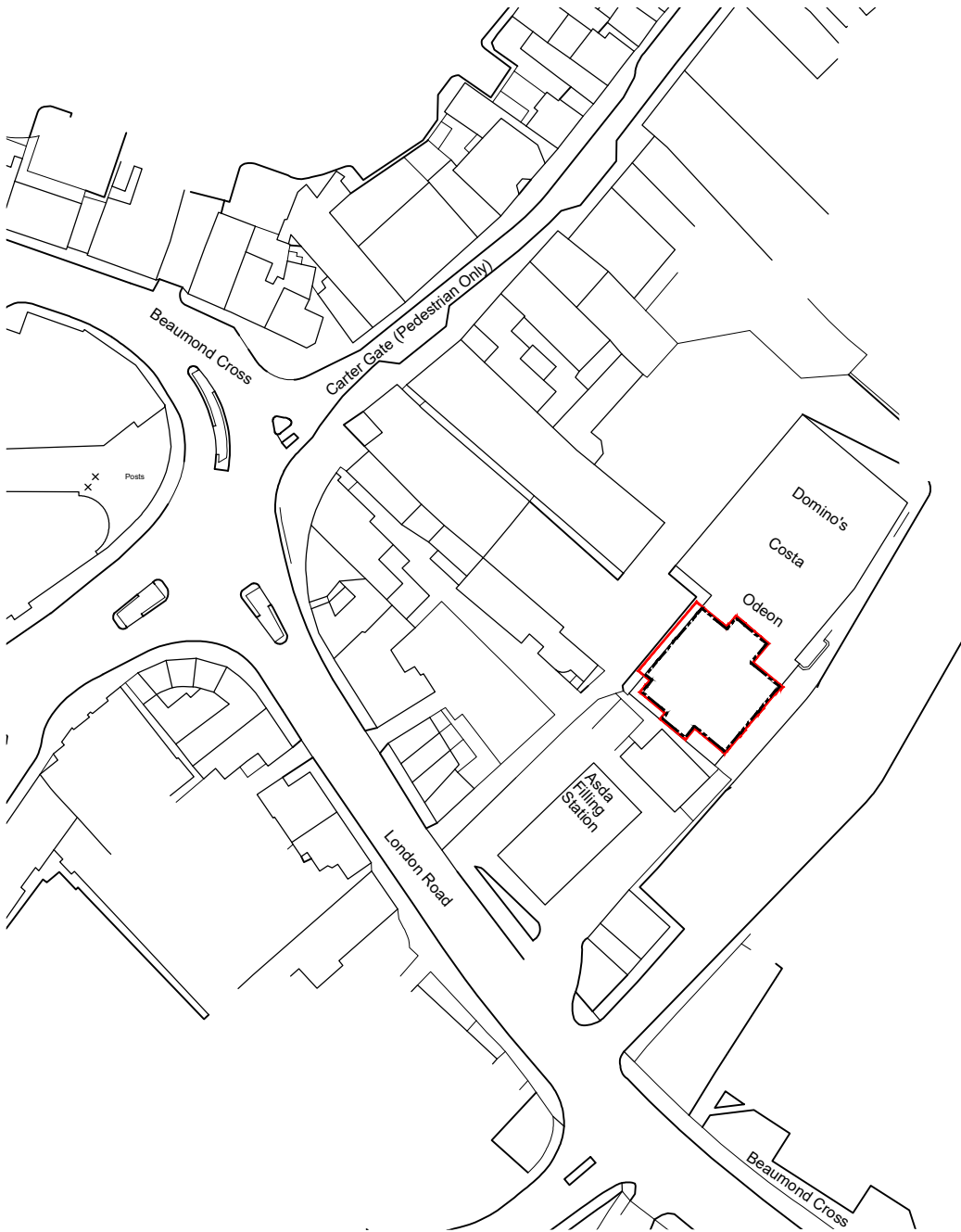
Figure 1 - Indicative Site Location Plan



0 10 20 30 40 50m



Scale 1:1250



NOTES

AEWTP031C

- All dimensions and levels are to be checked on site.
- Any discrepancies are to be reported to the architect before any work commences
- This drawing shall not be scaled to ascertain any dimensions. Work to figured dimensions only.
- This drawing shall not be reproduced without express written permission from AEW.
- Title overlay drawings and ownership boundaries are produced using all reasonable endeavors. AEW cannot be responsible for the accuracy or scale discrepancy of base plans supplied to them.
- All works are to be undertaken in accordance with Building Regulations and the latest British Standards.
- All proprietary materials and products are to be used strictly in accordance with the manufacturers recommendations.

CDM 2015

Client notified of duties: **At Design Workshop**
Principal Designer: **CSS**

Unless noted below, all known hazards have been highlighted on the drawing:

Drawing Based on: Os Promap

- Scale for planning purposes only.

- Extent of Site Area Indicated:



- Extent of Application Boundary Indicated:



Notes:

All drawings to be read in conjunction with all other drawings as noted on issue sheet.

Schedule of Areas	
Proposed Site Area (Hectares)	0.037

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C	27/02/2024	MIC	TSS
Accessible parking bays removed.			

B	23/02/2024	MIC	TSS
Accessible parking bays and HVAC location amended.			

A	15/02/2024	MIC	TSS
Site area added and updated application boundary.			

-	06/02/2024	MIC	TSS
Initial Issue			

REV	Date	Drawn by: -	Checked by: -
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Status	Purpose of Issue
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S2	For Information
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drawing stage	Status
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client

Private Client

project

Newark
London Road Hub

drawing title

Location Plan

date	06/02/2024	drawn	MIC
scale@A4	1:1250	checked	TSS

Location Plan

PLANNING

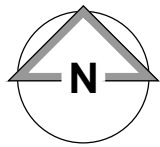
Rev C

Job No 13544_AEW_2345_001

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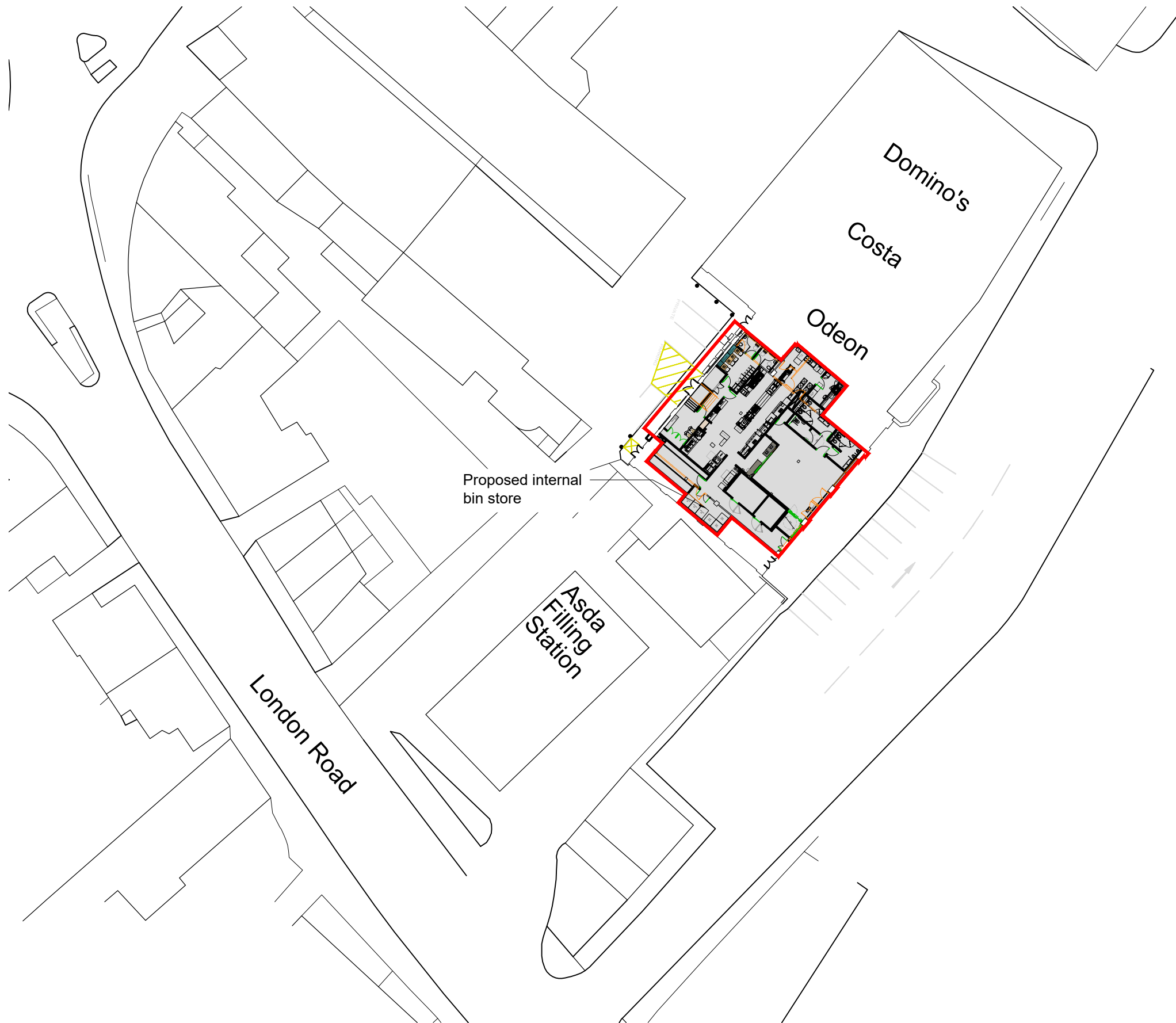
Appendix A – Proposed Site Layout Plan



0 5 10 15 20 25m



Scale 1:500



Proposed internal bin store

NOTES AEWTP029C

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CDM 2015

Client notified of duties: **At Design Workshop**
Principal Designer: **CSS**

Unless noted below, all known hazards have been highlighted on the drawing:

Drawing Based on:

- OS Promap
- Scale for planning purposes only.
- Application Boundary Indicated:

Notes:
All drawings to be read in conjunction with all other drawings as noted on issue sheet.

Internal layout indicative, subject to DWG approval.

E	29/02/2024	MIC	TSS
Minor annotation update.			
D	29/02/2024	MIC	TSS
Updated to comments.			
C	27/02/2024	MIC	TSS
Accessible parking bays removed.			
B	26/02/2024	MIC	TSS
Accessible parking bays and HVAC location amended.			
A	15/02/2024	MIC	TSS
Internal bin and indicative layout note added.			
-	06/02/2024	MIC	TSS
Initial Issue			

REV Date Drawn by: - Checked by: -

Status Purpose of Issue
S2 For Information

drawing stage **Status**

client

Private Client

project
**Newark,
London Road Hub**

drawing title
Proposed Block Plan

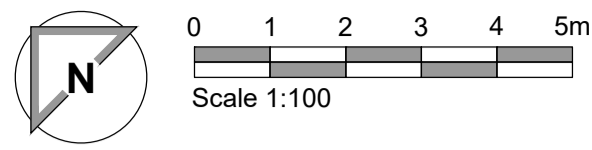
date 06/02/2024 drawn MIC
scale@A3 1:500 checked TSS

Proposed Block Plan

PLANNING

Rev **E**
Job No **13544_AEW_2345_0002**

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CDM 2015
 Client notified of duties: **CDM_PD_Date**
 Principal Designer: **CDM_PD_Name**
 Unless noted below, all known hazards have been highlighted on the drawing.

Drawing Based on:
 • Glanville's Site Survey Drawings Reference: 4230537/4101 Dated: DEC 2023
 • Scale for planning purposes only.

Notes:
 All drawings to be read in conjunction with all other drawings as noted on issue sheet.

General Site Proposal Notes:
 'DK' denotes drop kerb to be installed
 Accessible parking bays to be lined in yellow thermoplastic material to current Part M standards.

Schedule of Areas	
Proposed Site Area (hectares)	0.036
Proposed Building (GEA / MF) (Excluding Coria)	363

E	29/02/2024	MIC	TSS
Minor annotation update.			
D	29/02/2024	MIC	TSS
Updated to comments.			
C	27/02/2024	MIC	TSS
Accessible parking bays removed.			
B	23/02/2024	MIC	TSS
Accessible parking bays and HVAC location amended.			
A	15/02/2024	MIC	TSS
Renamed to suit client's comments.			
-	06/02/2024	MIC	TSS
Initial Issue			

REV	Date	Drawn by: -	Checked by: -
S2			

client
Private Client
 project
**Newark,
 London Road Hub**
 drawing title
Proposed Surfacing Plan

date	06/02/2024	drawn	MIC
scale@A1	1:100	checked	TSS

Proposed Surfacing Plan

PLANNING