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BUSES

Proposed Residential Development
Land South of Newark Road, Sutton in Ashfield

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1.0 INTRODUCTION

Purpose of this report

- 1.1 Hallam Land Management are appealing¹ against the non-determination of their outline planning application for 300 dwellings². Had they decided the application, Ashfield District Council say that one of the reasons for refusal would have been that the site is not in a sustainable location because of the current public transport opportunities. That is despite no objection from the local highway authority, Nottinghamshire County Council (NCC), and their Transport and Travel Services team. Based on the current bus services, they concluded that a package of measures including a contribution of £220,000 towards buses would ensure that the site would be adequately served.
- 1.2 This report draws on the planning application material, and discussions at a meeting held on 21 November 2024 with NCC Transport and Travel Services. In effect, it is the notes of that meeting. It brings together information about the existing bus services, and the future situation with the development in place, to explain how the new residents would be adequately served.

Location of the site

- 1.3 The location of the site is shown in **Figure 1**. The development would be accessed by vehicles from the B6022 Newark Road.

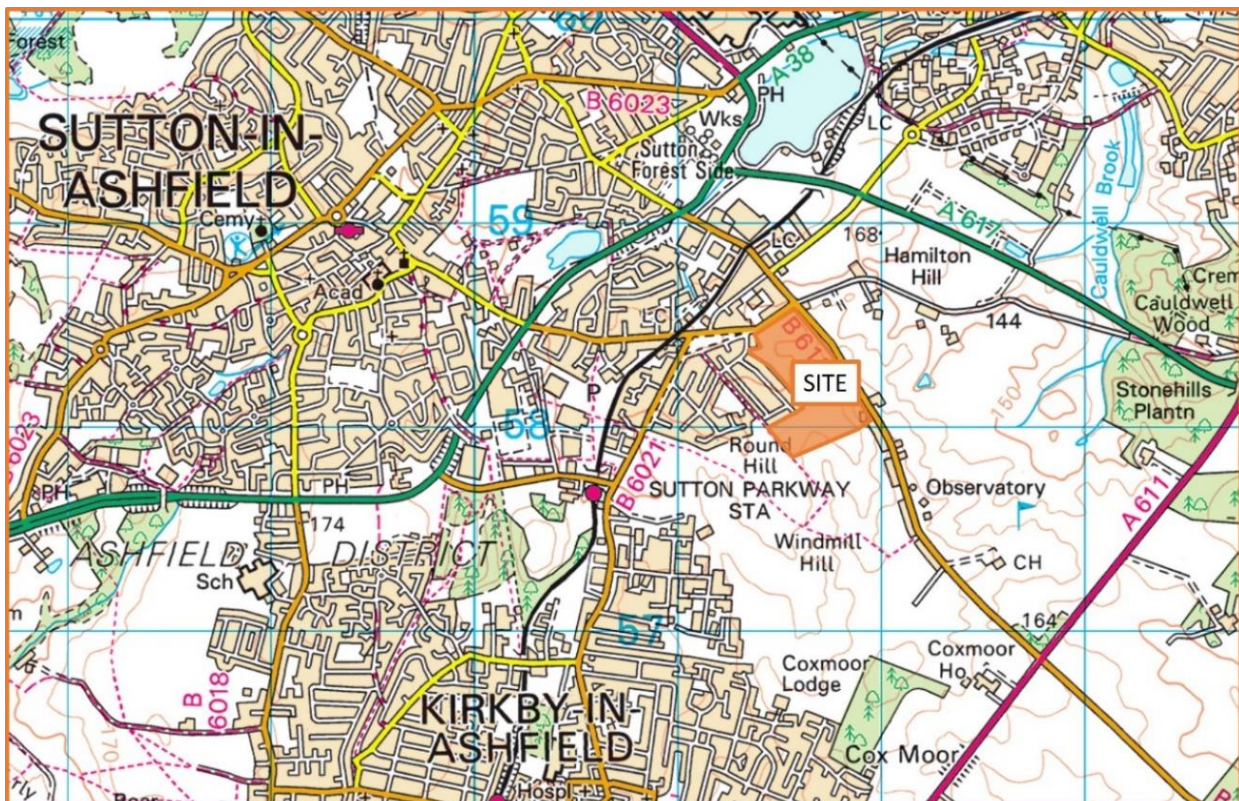


Figure 1: location plan in context with the wider surrounding area

- 1.4 **Figure 2** shows a more detailed location plan. Of relevance to bus routes are the B roads Kirkby Folly Road, Sutton Road, and Newark Road. Also relevant are the residential roads called Sotheby Avenue and Searby Road.

¹ Appeal reference APP/W3005/W/24/3350529

² Ashfield District Council reference V/2022/0629



Figure 2: location of the site

2.0 EXISTING BUS SERVICES

Bus services when the application was validated

- 2.1 When the planning application was validated in August 2022, bus services were summarised in the Transport Assessment by reference to the diagram below (**Figure 3**). There were three services running along Kirkby Folly Road and Sutton Road, the 3C, 90, and Black Cat. The 3C diverted from Kirkby Folly Road to loop along Sotheby Avenue, Searby Road, and Newark Road, before returning to Sutton Road, and vice versa.

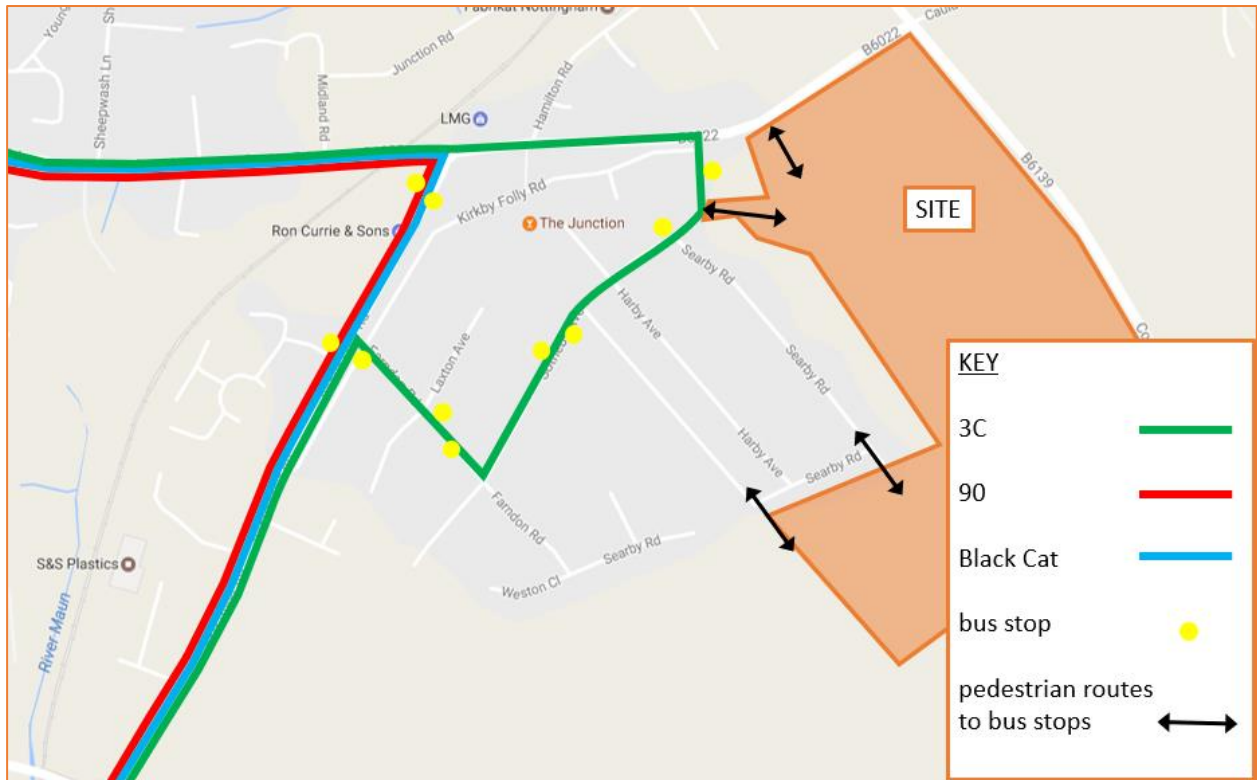


Figure 3: bus services in August 2022

- 2.2 The 3C service could be accessed via the bus stops on Sotheby Avenue and Searby Road, which were around 370m from the centre of the site and 560m from the most distant development plots in the southeast of the development.

Current bus services

- 2.3 The bus services in place when the appeal was submitted, which is also the current situation, are shown in **Figure 4**. The Black Cat service has been renamed the 33. Trent Barton changed the route of their 3C service during the application, in August 2023, to no longer take the loop along Sotheby Avenue and Searby Road.

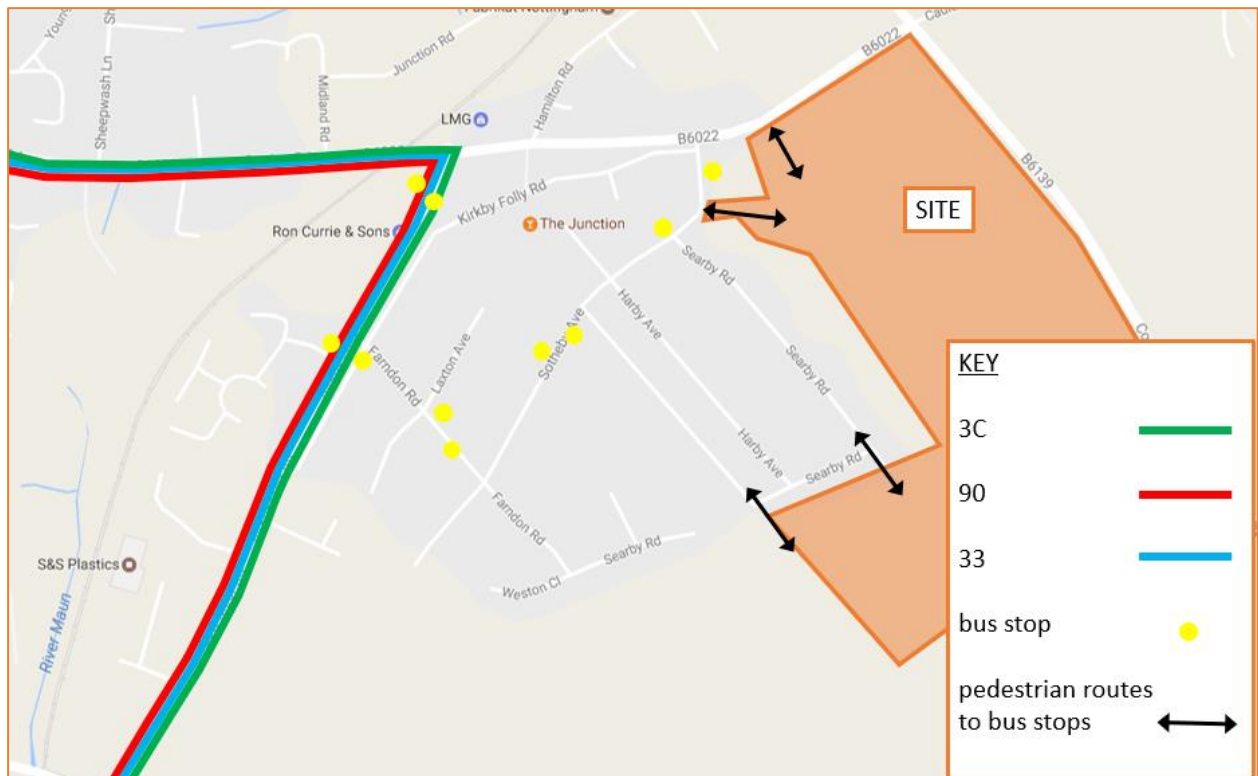


Figure 4: current bus services (at November 2024)

- 2.4 Details of each of the current bus services are explained below. Combined, on weekdays there are four buses an hour, in each direction, using the bus stops on Kirkby Folly Road. Hence, to locations such as Kirkby, Sutton, and Mansfield, where all the services stop, there would be a maximum wait time of 15 minutes, and an average wait time of 7.5 minutes.
- 2.5 The current situation was reflected in the consultation response to the planning application by NCC Transport and Travel Services dated 19 February 2024. A copy is in **Appendix A**. That response updated their earlier response to reflect the changed services.

Threes service

- 2.6 The threes service is three separate routes (3A, 3B, and 3C) that diverge and come together at different points. The service is commercially operated by Trent Barton. An overview of the service is in **Figure 5**.



Figure 5: overview of the threes service

2.7 The detail of the 3C route near the site is in **Figure 6**. In summary, the 3C service operates as shown in the table below.

service 3C	Mon-Fri	Sat	Sun
route	timings at Sutton Junction, West Notts College		
Mansfield > Sutton > Kirkby > Hucknall > Nottingham	every 30 mins 05:26 to 23:09	every 30 mins 08:06 to 23:09	hourly 08:49 to 17:49
Nottingham > Hucknall > Kirkby > Sutton > Mansfield	every 30 mins 06:58 to 23:47	every 30 mins 08:16 to 23:47	hourly 09:30 to 18:40

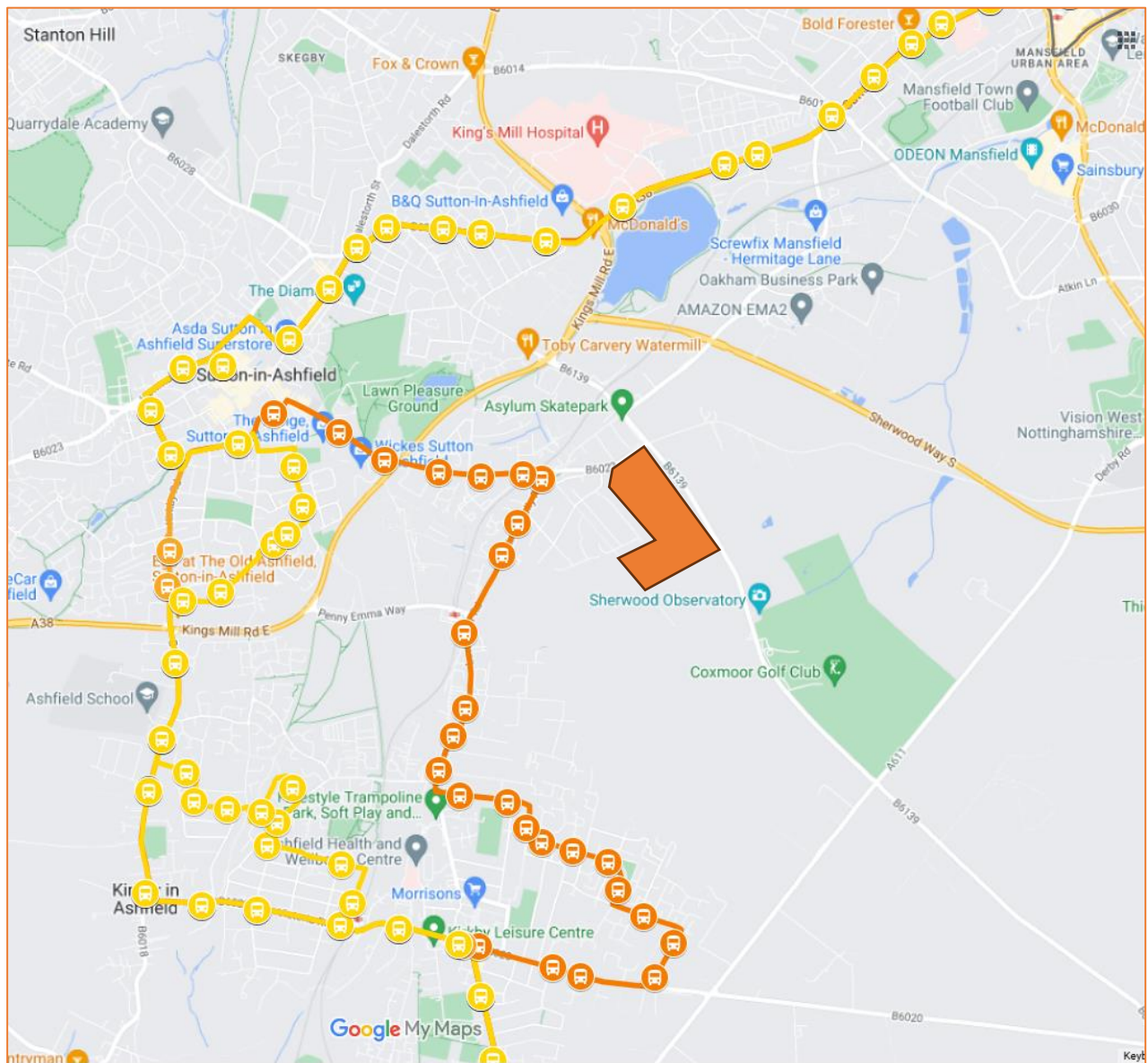


Figure 6: route of the 3C serve near the site

90 service

- 2.8 The 90 service is operated by Trent Barton with support from NCC. In August 2023 the route was extended from Sutton to Mansfield via Oakham Business Park and West Notts College, funded by a partnership led by NCC. An overview of the service is in **Figure 7**.

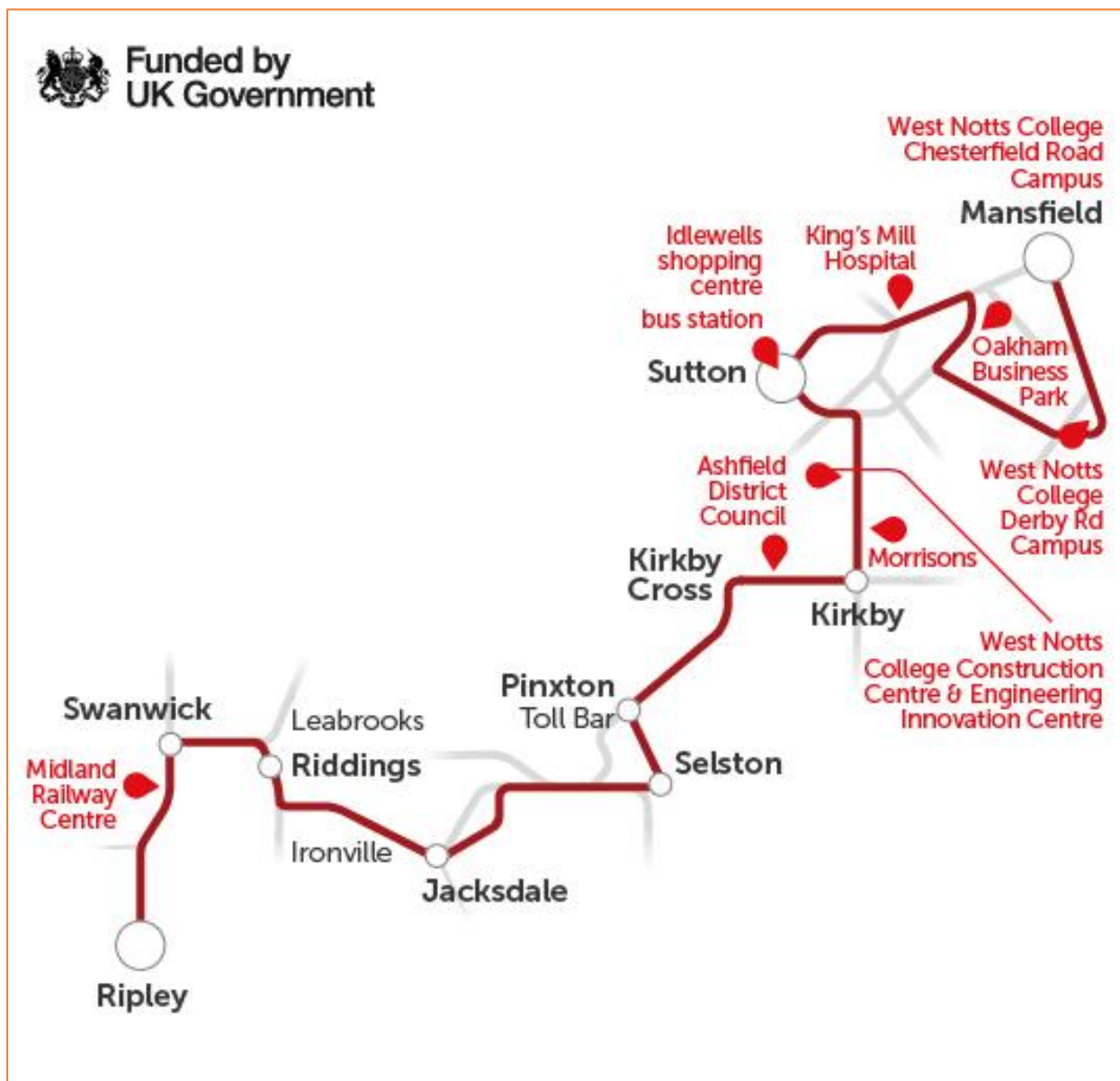


Figure 7: overview of the 90 service

- 2.9 Detail of the route near the site is in **Figure 8**. In summary, the 90 service operates as shown in the table below.

service 90	Mon-Fri	Sat	Sun
route	timings at Sutton Junction, West Notts College		
Mansfield > Sutton > Kirkby > Selston > Ripley	hourly 06:32 to 18:17	hourly 07:42 to 18:17	no service
Ripley > Selston > Kirkby > Sutton > Mansfield	hourly 07:16 to 20:06	hourly 08:21 to 20:06	no service

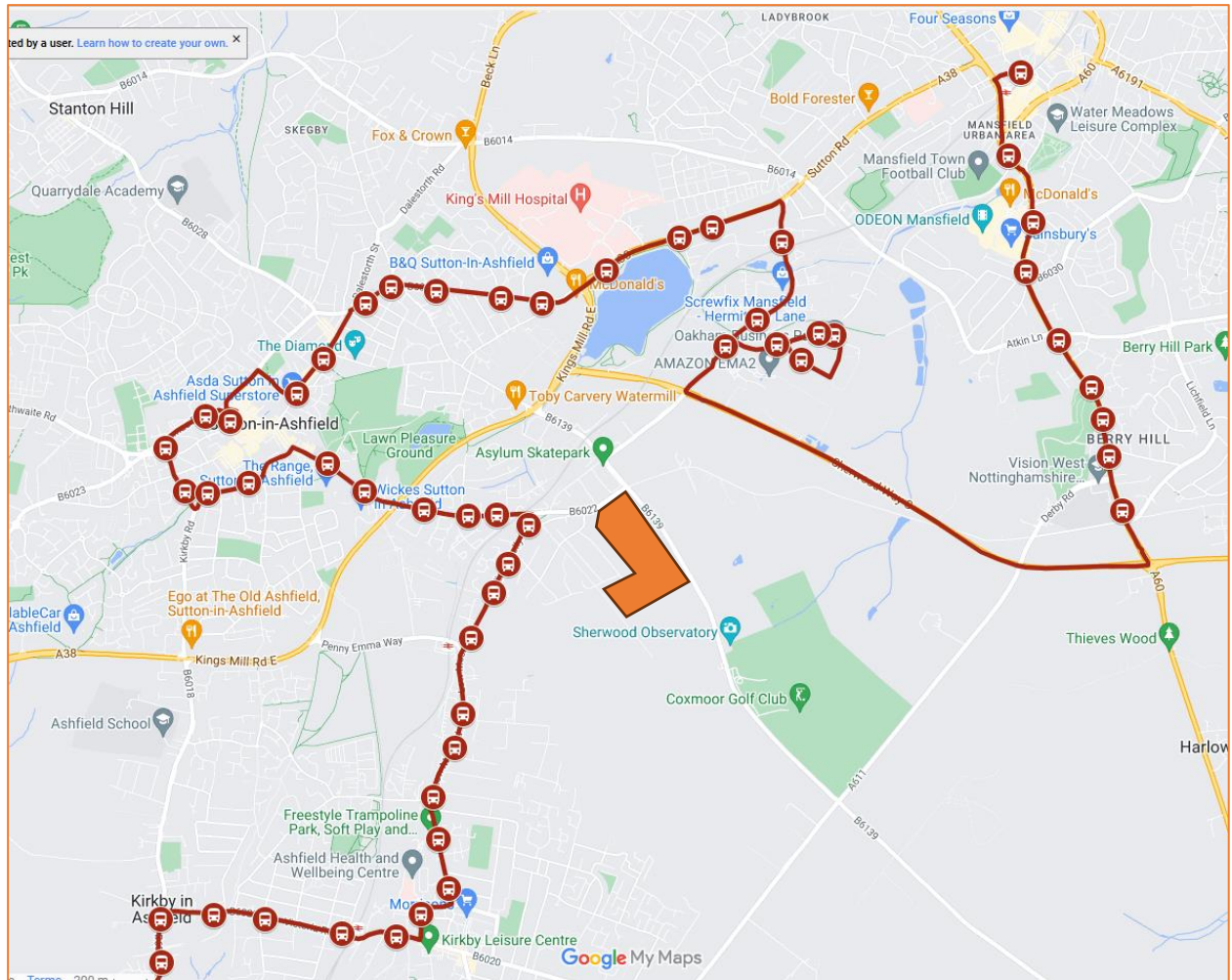


Figure 8: route of the 90 service near the site

33 service

- 2.10 The 33 service (formerly the Black Cat service) is commercially operated by Trent Barton. An overview of the route is in **Figure 9**.

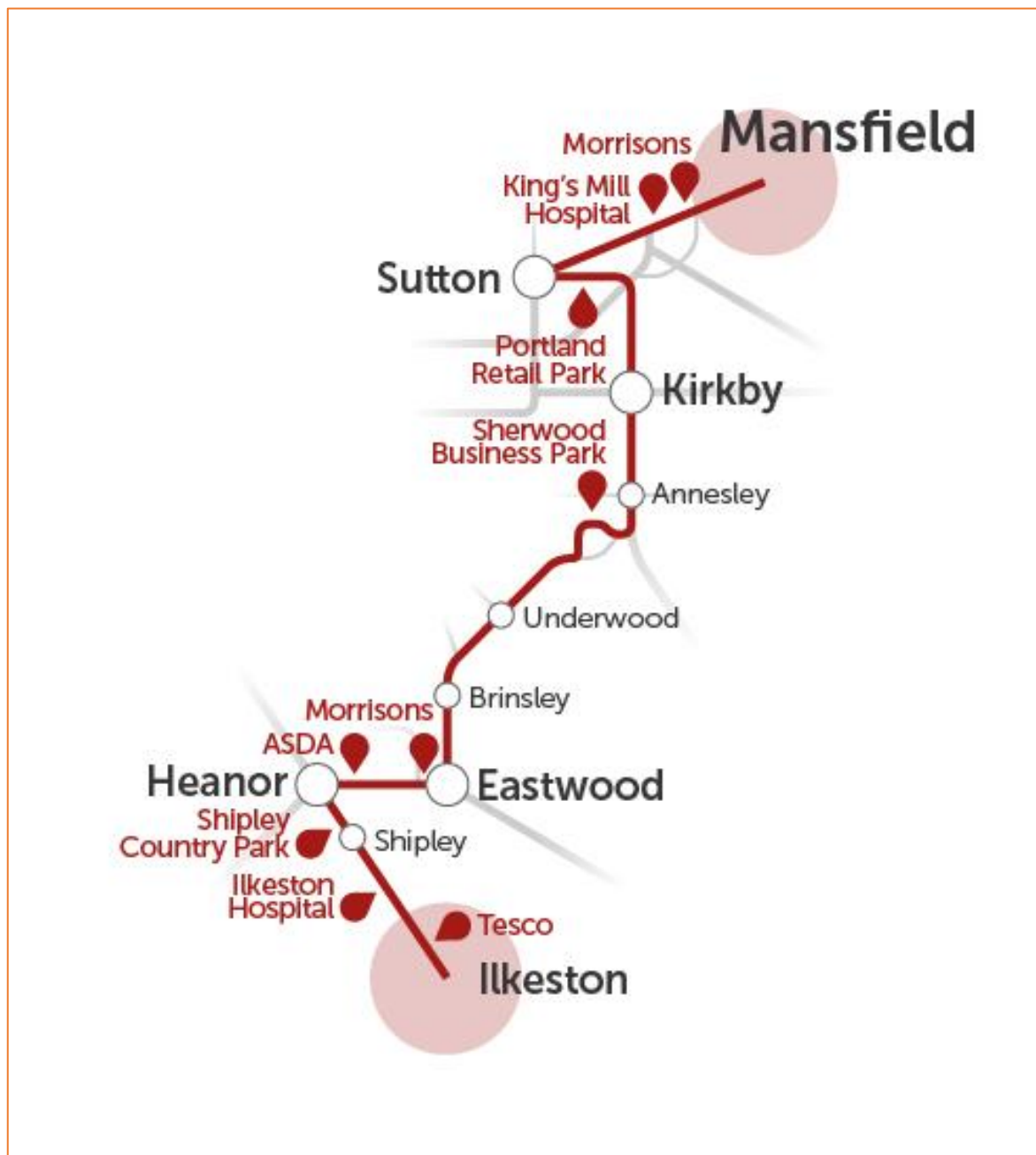


Figure 9: overview of service 33

- 2.11 Detail of the route near the site is in **Figure 10**. In summary, the 33 service operates as shown in the table below.

service 33	Mon-Fri	Sat	Sun
route	timings at Sutton Crown & Woolpack		
Mansfield > Sutton > Kirkby > Eastwood > Heanor > Ilkeston	hourly 06:46 to 18:56	hourly 06:46 to 18:46	no service
Ilkeston > Heanor > Eastwood > Kirkby > Sutton > Mansfield	hourly 06:11 to 18:21	hourly 06:11 to 81:12	no service

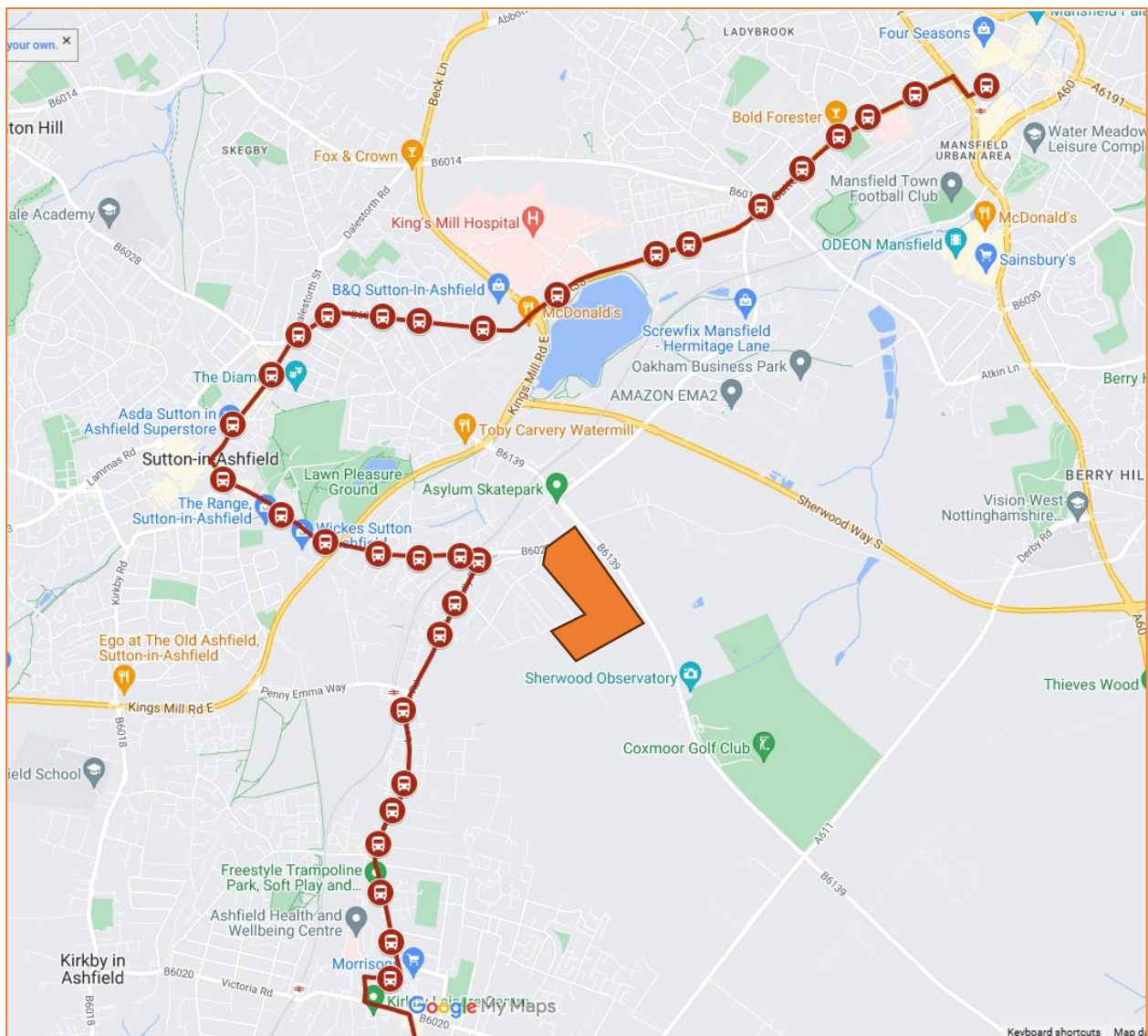


Figure 10: route of the 33 service near the site

MX90 service

- 2.12 For completeness, Stagecoach service MX90 runs between Mansfield and Sutton Parkway, stopping at the bus stop on Coxmoor Road, east of the site, then running along Newark Road passing the site frontage, stopping at the westbound bus stop on Kirkby Folly Road. It runs Monday to Friday during school terms times, twice a day, departing Mansfield at 08:10 and 08:12, and arriving at Sutton Parkway at 08:25 and 08:27.

Walking distances to bus stops

- 2.13 The Chartered Institution of Highways and Transportation's Buses in Urban Developments notes that, "*The acceptability of the walk to the stop is not simply a matter of distance but also of the environment along the way and the opportunities for rest and for social interaction with others.*" The guidelines go on to note that people will walk further to access frequent services knowing that their waiting time will be limited.

- 2.14 For illustration, 400m walking distances from the Kirkby Folly Road stops are shown in **Figure 11** in green, via four different routes depending on the destination within the site. The red lines show an additional 400m.
- 2.15 Houses at the northern end of the development would be just over 400m from the bus stops. It is this area of the development that will be built and occupied first, following the construction of the access junction on Newark Road. Houses will be progressively built out in a southwards direction. Hence the first occupants will be just over 400m walking distance to the existing stops on Kirkby Folly Road. As more houses are built, their residents will generate additional bus patronage and income.
- 2.16 The most distant houses would be 900m from the bus stops. In a future reserved matters application, the house types can be arranged such that the affordable houses, whose residents are more likely to use the bus, can be towards the northern and western sides of the development, abutting Newark Road and existing dwellings to the west, where the walking distances are shortest.

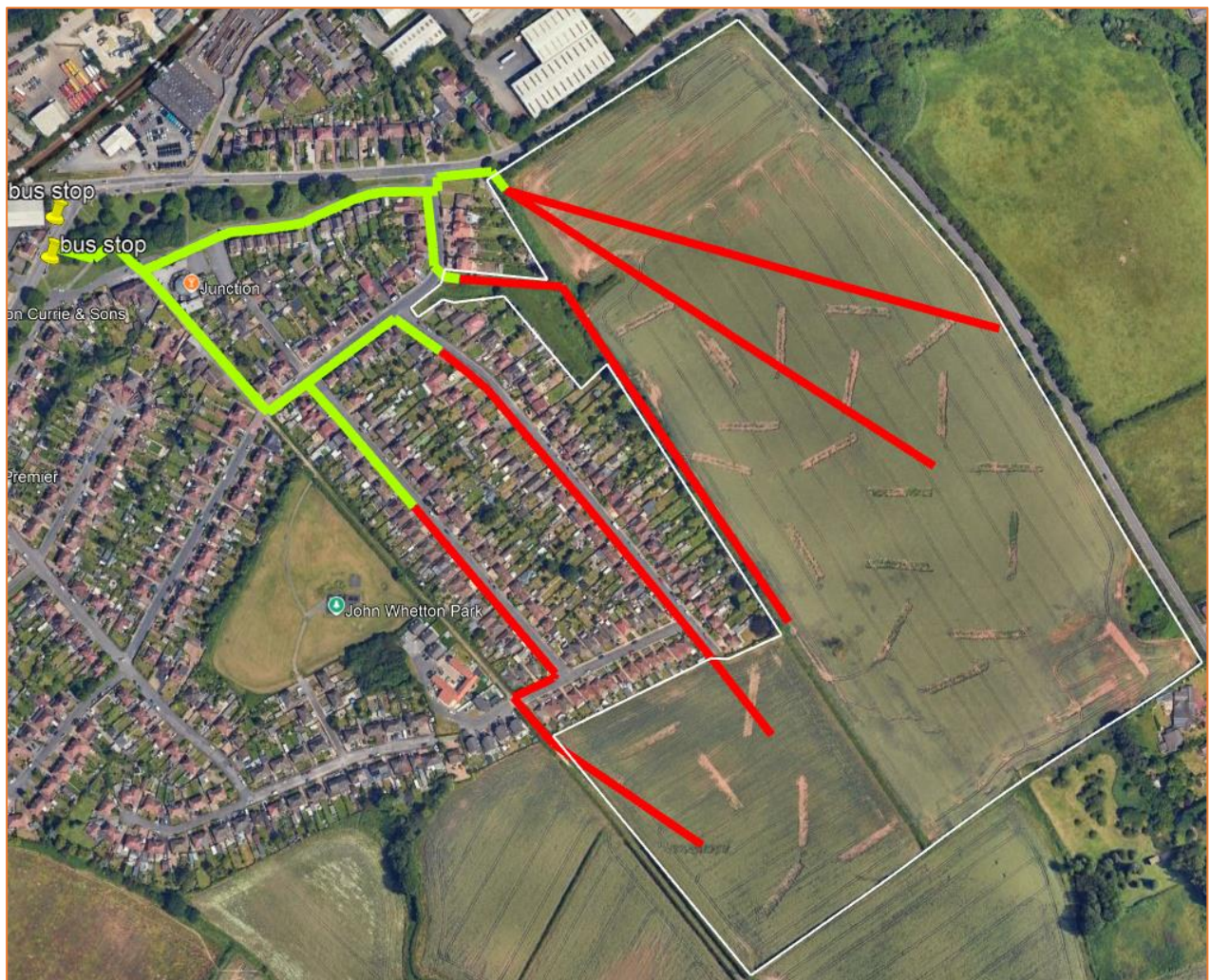


Figure 11: walking distances of 400m in green, and 800m in red, from the Kirkby Folly Road bus stops

3.0 FUTURE SCENARIO, WITH DEVELOPMENT

Introduction

- 3.1 The bus services described above are the existing services. In considering bus services for the development, the first residents will occupy their homes in 2027. The development will not be complete until around 2034. It is therefore necessary to consider the future. That future is influenced by the strategic framework that governs the provision of bus services, the actions of NCC in funding choices, and such things as the measures proposed by the developer.

Strategic framework

- 3.2 In discussions with NCC they explained the various strategic considerations that will impact on decisions about bus service network planning, funding, and delivery.
- 3.3 **Nottinghamshire County Council bus network review** - the current local network in Sutton receives funding support from the County Council, an example is the 90 service described above. The network is routinely reviewed by NCC to ensure it continues to meet needs, which change as development proceeds. Consequently, NCC will, when undertaking future reviews, take account of new housing development when determining both the routing of its own services and subsidy towards services that NCC supports financially.
- 3.4 **National Bus Strategy (NBS)** - In March 2021 the government published Bus Back Better, its National Bus Strategy for England. It sets out a vision and a comprehensive strategy to transform the quality of bus services in England outside London, making them more attractive, convenient, good value and popular for all to use. Locally driven change to bus provision is central to delivery of the NBS, through new forms of partnership between local transport authorities (LTAs) such as NCC, bus operators, and local stakeholders. NCC will lead these changes. The statutory framework for delivery of the strategy through partnership is provided by the Bus Services Act 2017 and the key document setting out the vision, objectives, and delivery plans of LTAs and their partners at the local level is the Bus Service Improvement Plan (BSIP).
- 3.5 The NBS explains that there can be no return to a situation where bus services are planned on a purely commercial basis with little or no engagement with, or support from, LTAs. BSIPs are how LTAs, working closely with their local bus operators and local communities, address this – by setting out a vision and plan for delivering the step-change improvement in bus services required by the NBS.
- 3.6 NCC will lead change to secure convenient and attractive services that meet the needs of residents and serve the local area, not just follow a commercially driven route model of bus provision.
- 3.7 **Bus Service Improvement Plan (BSIP) and Enhanced Partnership agreements** – In Nottinghamshire, NCC is delivering improvements across the network through their BSIP.
- 3.8 **East Midlands Combined Council Authority** - the EMCCA Mayor was elected in May 2024. Beyond 2025 the BSIP funding will be allocated to the Mayor. Amongst other things, the Mayor has been awarded £40m to improve road networks to assist bus priority.
- 3.9 **Pandemic / Bus Fare cap** - The current ridership is still 8-10% lower than pre-Covid usage, which impacts on service viability. The £2 single fare cap is due to end in December 2024. It is expected

that a resumption of commercial fares will have a positive effect on bus company revenues and services and reduce the need for subsidy.

- 3.10 In summary, buses are flexible - it is one of their inherent advantages over fixed systems such as trams. Bus patronage has suffered because of Covid, and services have changed as a result. Nevertheless, buses remain an important tool in managing travel demand, as recognised by government policy and funding. Bus services in Sutton, and the application of expertise at NCC to plan, fund, and deliver services to meet residents' needs, must be understood within that strategic framework. NCC is a key gatekeeper of bus services in the County, both in terms of subsidy and the services it runs itself. NCC can both determine future outcomes and route choices with certain services and assess the suitability of development sites in terms of bus accessibility.

Measures proposed as part of the development

- 3.11 Through the planning application process, Hallam Land Management have committed to various measures to mitigate the impact of the development that are secured by condition or contribution. Those related to buses include the following:
- £220,000 contribution to NCC to support future bus provision
 - masterplan design to cater for buses
 - improved walking and cycling routes, including to bus stops
 - encouragement of bus use through the Travel Plan, including bus taster tickets
 - enhancements to the bus stops on Kirkby Folly Road.
- 3.12 The masterplan includes a central layover and turnaround feature. The central spine road will have a width that can accommodate buses, and will be provided with bus stops. There are conditions proposed to secure these measures. They provide the opportunity for buses to route into the development. They also provide the opportunity for buses to route through the development to further parcels of land should they come forward in the future.
- 3.13 The highways proposals that are secured by condition include enhancements to pedestrian and cycle routes to locations around the development. Although the development is already well connected, these enhancements provide further options to residents to access the bus stops. In particular, the connection to Searby Road, and the new routes along the southern side of Newark Road, will shorten walking distances and provide good connections.
- 3.14 A Travel Plan was submitted with the planning application, and will be conditioned as part of a permission. The Travel Plan aims to reduce single occupancy car travel through a variety of measures that will encourage and enable use of sustainable modes of transport. The proposed measures include the appointment of a Travel Plan Coordinator to oversee, review, and monitor the Travel Plan. Each household will be provided with travel packs that include travel information, including links to information about bus services and timetables. The developer will fund bus taster tickets, one per household, to allow free bus travel for three months. This provision is secured in the obligations.
- 3.15 A contribution of £45,600 is secured in the obligations to improve the bus stops on Kirkby Folly Road. Real time bus stop poles and displays would be added to each, including electrical connections, raised boarding kerbs, enforceable bus stop clearway or other enhancements as required.

£220,000 contribution

- 3.16 An additional measure to ensure new residents can access bus services is the £220,000 contribution to bus services secured in the obligations. That figure is index linked. It derives from NCC's modelling of the future provision in the area, taking account of the strategic aspects noted above, and the demand (and hence income) that would be generated by the new residents. The contribution was set out in NCC's consultation response of 19 February 2024, prepared after the change to the 3C service.
- 3.17 NCC's modelling concludes that the contribution would support the enhancement of existing commercial or Council funded services to allow improved access to the appeal site. It is based on a typical mix of housing using ONS data that gives an average occupancy per dwelling of 2.4 people, accounts for a daily bus modal share once the bus improvements are implemented, and the yield per passenger based on a basket of ticket types, accounting for child and young person fares, statutory school passes, and concessionary fares reimbursement (typically 30% of the market). It is based on a service commencing in year 3, and hence 50% of the contribution would be payable upon completion of 25% of the dwellings, with the remaining 50% being payable upon completion of 75% of the dwellings.
- 3.18 NCC's consultation response deliberately did not identify exactly how the contribution would be spent, given the strategic framework described above. NCC's modelling is informed by its knowledge of other funding coming forward from committed developments, and what it anticipates may be available from draft Local Plan allocations. It is based on a holistic understanding of the current and future situation.
- 3.19 In the lead up to the October 2024 planning committee meeting, an email exchange between ADC Infrastructure and NCC took place that was relayed to the planning officer in a letter by Pegasus on behalf of Hallam Land Management dated 17 October 2024. That letter set out options for how the £220,000 contribution could be used to ensure future residents would be adequately served by bus. The exchange was a continuation of discussions that occurred during the application. Following the receipt of the Council's Statement of Case, which includes bus accessibility as a reason for refusal, those conversations have continued. As evidenced by this report, NCC's position that the appeal proposal is acceptable in terms of bus accessibility is unchanged. One of several options could come forward in the future, bearing in mind the strategic and locally specific circumstances set out above. The precise solution will depend on the situation at the time. The £220,000 contribution remains sufficient to deliver one of the options, which are explained below.

Option 1 – reroute the 90 service

- 3.20 The 90 service is operated through a partnership agreement between NCC and Trent Barton. The current agreement ends in 2025. At the current time, the best option to serve the development would be to extend the partnership agreement and, as part of the subsidy continuing, reroute the bus via Sotheby Avenue and Searby Road, like the 3C used to do. It is easier for NCC to amend or extend an existing partnership arrangement than intervene on a commercial service. NCC consider this is the most likely option to be advanced at this point in time, but other options exist and cannot be ruled out, depending on the circumstances at the time it needs to decide.
- 3.21 Given the bus turning facility built into the masterplan, NCC considers it would be possible to extend the routing to penetrate the development.

Option 2 – extend the 417 service

- 3.22 NCC itself operates other services in the area that do not run along Kirkby Folly Road and could be rerouted. The 417 Sutton Town Centre service is operated by NCC's Fleet Service and loops around Sutton, as shown in **Figure 12**. It could be extended to pass the site on Newark Road. It may also be able to travel into the site.

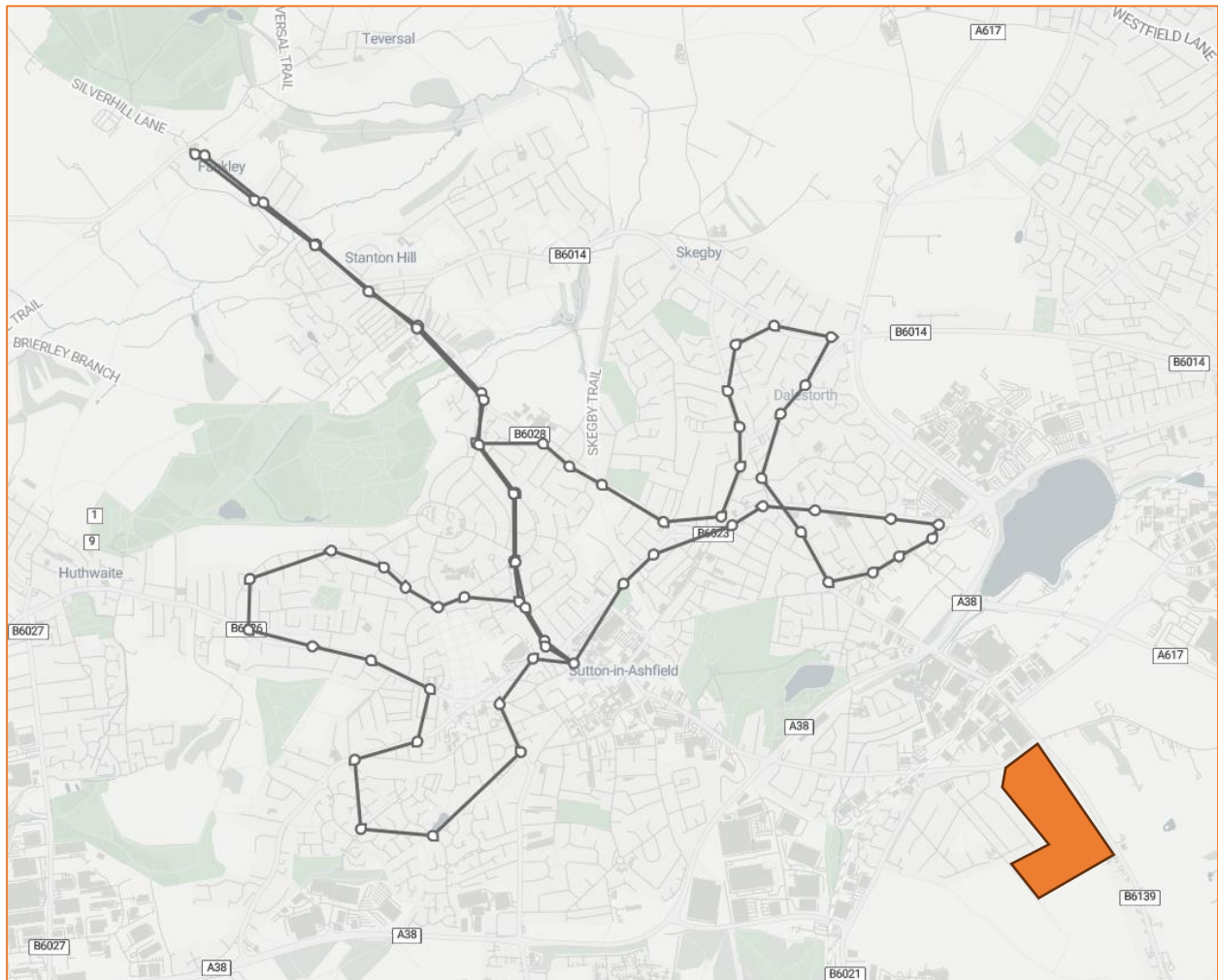


Figure 12: route of NCC Fleet Service's 417 service

Option 3 – reroute the 33 service

- 3.23 The 33 service is commercially operated by Trent Barton. It could be subsidised by NCC to reroute via Southeby Avenue and Searby Road, like the 3C used to do. However, it would require a new partnership agreement. This is less likely at the present time than rerouting the 90 service, as per Option 1.

Option 4 – reroute the 3C service

- 3.24 The 3C service could be subsidised by NCC to again route via Sotheby Avenue and Searby Road. However, as with the 33, it would require a new partnership agreement and this is less likely at the present time than rerouting the 90 service, which is already partly funded by NCC.

- 3.25 However, separate to decisions about subsidy from NCC, it may become commercially viable for Trent Barton to again run the 3C service along Sotheby Avenue and Searby Road. Trent Barton have confirmed that it was the most likely of their commercial (non-subsidised) services to be rerouted if that was deemed viable at the time, and the £220,000 could part fund an additional bus to build some slack into the timetable and cover for delays elsewhere along the route. The additional patronage resulting from the new residents would be attractive.

Summary

- 3.26 Hallam Land Management will provide various measures to ensure that the development will be accessible by bus. A key measure is a contribution of £220,000, which was determined by NCC following their modelling of the likely future scenario. The contribution is not the whole picture, and it needs to be considered within the wider strategic framework. In the opinion of NCC, as the local transport authority, with the measures secured through the conditions and obligations, the development will be appropriately accessible by bus.

4.0 SUMMARY AND CONCLUSIONS

- 4.1 When the planning application was submitted, buses with a half-hour frequency, in each direction, routed adjacent to the site. In August 2023 that changed, and the nearest bus stops are now between 400 and 900m walk from different parts of the development.
- 4.2 Hallam Land Management propose various measures to ensure that bus services remain accessible to future residents. They include a development layout that can accommodate bus services, improved walking and cycling routes, enhancement of the existing stops, and encouragement of bus use through the Travel Plan, including bus taster tickets.
- 4.3 In addition, a £220,000 contribution to NCC to support future bus provision has been requested and is proposed. There are various options for how that figure could be spent, depending on the situation at the time. Based on the current situation, the best option would be a rerouting of the 90 service along Southeby Avenue and Searby Road, as the 3C service used to. The 90 service is already part funded by NCC in partnership with the bus operator. Such a rerouting would bring the bus within 400m walking distance of most of the development. NCC consider this both likely and acceptable in terms of the site's accessibility to bus services.
- 4.4 The contribution was derived by modelling the anticipated demand and revenue generation. Importantly, it was also based on NCC's expert understanding of the strategic framework for the funding and provision of bus networks. That framework is multifaceted. It includes recent government policy emphasis on enabling bus use, local bus planning in the BSIP, and the accompanying funding streams. It includes the routine review of bus services that NCC undertakes as development is planned, gets permission, and comes forward, and as developer and other sources of funding is gained. It also includes the ongoing programme of highway improvements to prioritise bus movement.
- 4.5 Given the current bus services around the appeal site, the S106 monetary contribution that meets NCC's request in full, and what can be achieved with that contribution, NCC confirmed that the appeal proposal adequately addresses any concerns about the accessibility of the development by bus. There are no areas of disagreement about the suitability of the appeal proposals in terms of bus accessibility.

APPENDIX A

NCC CONSULTATION RESPONSE OF 19 FEBRUARY 2024

Planning Application Type: Outline

Proposed Development: Land at Junction of Newark Road, Coxmoor Road, Sutton in Ashfield,
Ref: V/2022/0629

TRANSPORT AND TRAVEL SERVICES RESPONSE – 19/02/2024

Note: This submission supersedes Transport and Travel Services comments included with the Nottinghamshire County Council Planning Policy response for the above application dated 4th November 2022.

General Observations and Accessibility

The planning application re-consultation covers an area of land to the south-east of Newark Road in Sutton-in-Ashfield and is for a residential development of up to 300 dwellings. Site access appears to be via a single new access on to Newark Road. The closest bus stops are located approximately 840 metres from the centre of the site.

Bus Service Support

In 2021 the government published its document 'Bus Back Better – A National Bus Strategy for England', as part of an initiative to build back better services post pandemic. The strategy requires Local Transport Authorities to implement ambitious bus priority schemes and Bus Service Improvement Plans (BSIPs) delivered through Enhanced Partnerships, which consider how a coherent and integrated network should serve schools, health, social care, employment and other services. This includes requiring the provision of economically necessary bus services, including those which improve people's access to employment. The requirements of the National Bus Strategy should be reflected in the public transport facilities for this site.

Nottinghamshire County Council's Highway Design Guidance (Part 3.1) states that walking distances to bus stops in urban areas should be located within a maximum of distance of 400 metres and desirably no more than 250 metres. The closest existing bus stops are located Kirkby Folly Road approximately 840 metres from the centre of the site. A summary of the current services that serve the closest stop(s) are detailed below:

Service No. (Operator)	Route	Service Frequency & Operating Times		
		Weekday	Weekend	
		Mon - Fri	Sat	Sun
3C trentbarton	Ilkeston – Heanor – Eastwood – Kirkby – Sutton-in-Ashfield - Mansfield	05:00 to 00:00 up to every 20 minutes	05:00 to 00:00 up to every 20 minutes	08:00 to 00:00 hourly
33 trentbarton	Origin – route - destination	06:00 – 19:00 hourly	06:00 – 19:00 hourly	No Service
90 trentbarton	Mansfield (Mon-Fri) – Sutton – Kirkby – Selston – Ripley (peak hour x90 operated by Stagecoach)	06:40 – 18:15 hourly	07:45 – 20:00 hourly	No Service

In August 2023 trentbarton withdrew their 3's (C variant) along Searby Road/ Sotheby Avenue with a revised line of route serving the Kirkby Folly Road stops, situated more than 800 metres from the centre of the site. This exceeds the guideline walk distance.

The Transport Assessment Executive Summary 8.10 states: *“to encourage public transport travel, it is proposed to provide funding contributions towards bus service enhancements and bus stop improvements. The bus service would not route through the site, but the development layout would be designed to allow this in the future.”*

and...

“Section 3.16 - a bus service would not be routed through the development, and instead improvements would be made to the existing off-site bus stops and services. However, should the land to the south-west of the development be developed in the future, meaning that the road connection provided, a bus service would then be routed through the site.”

The internal roads within the proposed development would be designed to facilitate bus access (minimum 6.2m width) and provide suitable locations for bus stops within the development, should they be required in the future. The current linear spine road configuration, as submitted, appears to terminate within the site with no through access. Any through access in the future would allow for a service to be extended through the development. The current closest stops exceed the Highway Design Guidance, so any service access into the site would make the site acceptable in terms of access to sustainable transport.

A 6.75 metre highway width is required to support future bus access, and potential two-way operation. Any future bus access will be subject to appropriate funding and agreements with local bus operators in context with the prevailing local network, including the details of any future extension through adjacent sites or loop, and identified travel needs.

The Council request that a Planning Obligation be added to state:

A Bus Service contribution of £220,000 is paid to provide improvements to the local bus services to serve the site.

Justification: For this site to be sustainable for public transport access, additional public transport provision would be required to accommodate the additional demand. It is estimated that this development will generate up to 60 public transport trips per day (120 two-way trips). The requested bus service contribution would enable either an enhancement of any of the existing services to provide capacity to meet the identified trip demands from the site and/or potentially a diversion of a service(s) into the site should access be provided as part of this or any future development. The local bus service network is subject to review and the level of contribution requested is reflective of the current anticipated cost to support the service enhancements.

Bus Stop Infrastructure

The current infrastructure observations from Transport & Travel Services photographic records are as follows:

<u>AS0324 Kirkby Folly Road</u> –	Bus stop pole and flag, polycarbonate bus shelter
<u>AS0551 Kirkby Folly Road</u> –	Bus stop pole and flag, polycarbonate bus shelter

The Council request that a Planning Obligation be added to state the below:

A Bus Stop Infrastructure contribution of £45,600 is paid to provide improvements to the two bus stops denoted AS0324 and AS0551 Kirkby Folly Road.

Justification: The current level of facilities at the specified bus stops are not at the standard set out in the Appendix to the Council's Public Transport Planning Obligations Funding Guidance¹. The level of funding requested would provide the following improvements:

<u>AS0324 Kirkby Folly Road</u> -	Real time bus stop pole & display including electrical connections, raised boarding kerbs, lowered access kerbs, enforceable bus stop clearway or other enhancements as required
<u>AS0551 Kirkby Folly Road</u> -	Real time bus stop pole & display including electrical connections, raised boarding kerbs, extended hardstands/footways enforceable bus stop clearway or other enhancements as required

The overall impact of providing real time and disruption information to customers is positive with additional patronage and increased confidence. Research conducted by Transport Focus has highlighted that at-stop real time information is seen as an important factor for non-bus users and therefore encourages modal shift to public transport. The real-time displays also provide other network information, including details of current and future disruptions, roadworks and special events,

including community information which is not otherwise readily obtainable in a concise format. The displays can therefore help users with making informed decisions about their current and future journeys. Raised boarding kerbs will provide level access boarding and alighting for people with pushchair's, wheelchairs, and those with reduced mobility. The bus stop clearway will enable services to pull in, directly against the raised kerb, therefore enabling passengers with limited mobility and wheelchair users to access the bus.

These Improvements are necessary to achieve an acceptable standard to promote sustainable travel and make the development acceptable for public transport access. The specified improvements are consistent with the standard set out in the Council's Public Transport Obligations Funding Guidance² and the Developer Contributions Strategy³ and has included consideration of other sustainable travel options, including cycling and walking facilities serving the site.

On Site Facilities - The walk distance access to the closest bus stops is more than 800 metres from the centre of the site and exceeds the guideline walking distance for developments in urban areas. To support bus service access into the site a temporary bus turning facility should be specified. Transport & Travel Services also require new bus stop infrastructure to be installed close to / within the development through Section 38 and Section 278 agreements where appropriate.

The Council requests that any planning consent be subject to the following Planning Conditions:

- No part of the development hereby permitted shall be brought into use unless or until plans denoting the location of new bus stops within the site have been made to the satisfaction of the Local Planning Authority and shall include any of the following: real time bus stop flags, poles & displays including low voltage power source to the real time information pole location; polycarbonate bus shelter; solar or electrical lighting in bus shelter; raised kerbs; enforceable bus stop clearway; lowered access kerbs; additional hard stand (3.5metres x 7metres if required), black top dressing (tarmacadam) and the above to be installed to an agreed timescale.
- No part of the development hereby permitted shall be brought into use unless or until plans denoting a temporary bus turning facility within the site have been made to the satisfaction of the Local Planning Authority including a sept path analysis and the above to be installed to an agreed timescale.

School Transport

The closest schools to the site include Croft Primary School and Sutton Community Academy. At this time, it is not envisaged that contributions towards school transport provision will be sought.

Sustainable Travel

Transport & Travel Services will request that any significant development includes a scheme of free introductory bus passes. These should be made available to residents upon occupation of the development, to encourage usage of public transport, which should also be set out in the Travel Plan. Ticketing incentives are a proven intervention which ensures that developers can meet their modal shift targets from the outset. The optimal time to encourage modal shift is upon occupation of the development before alternative travel patterns become embedded. The Travel Plan should include reference to a suitable target for public transport modal share to achieve an uplift in the target share for this site.

Any planning permission should be subject to the following Planning Condition:

No part of the development hereby permitted shall be brought into use unless or until the details of a scheme for provision of free bus passes to residents of the development upon occupation, are submitted and approved by the Local Planning Authority. The scheme should include details of the bus pass(es) including period of validity or equivalent, the area of coverage, arrangements for promoting the passes, application and monitoring arrangements.

Payment Triggers – In the event that the funding requests are supported the preferred triggers for payment are as follows:

Bus Service Improvements - 50% of the total upon completion of 25% of the dwellings; 50% of the total upon completion 75% of the dwellings

Bus Stop Infrastructure improvements – Prior to Occupation

The improvements would include an enhanced public transport provision, improvements to bus stops and new bus stops within the site, so are directly related to the development, fair and reasonably related in scale and kind to the development and necessary to make the development acceptable in planning terms. The provision of bus stops within the site are relevant to the development and enforceable, precisely specified, and fairly and reasonably related in scale and kind to the development (300 dwellings).

The Council reserves the right to re-assess its contribution requirements if, after six months, a decision on any application is still awaited or the s106 agreement has not been completed.

Further information can be supplied through developer contact with Transport & Travel Services.

Transport & Travel Services
Nottinghamshire County Council
County Hall
West Bridgford
Nottingham
NG2 7QP

ptdc@nottscc.gov.uk

Tel. 0115 977 4520

¹ - <https://www.nottinghamshire.gov.uk/media/2902368/31-general-geometry-of-residential-streets.pdf>

² - <https://www.nottinghamshire.gov.uk/media/2904603/publictransportplanningobligationsfundingguidanceforprospectivedevelopers.pdf>

³ - <https://www.nottinghamshire.gov.uk/planning-and-environment/general-planning/developer-contributions-strategy>

APPENDIX C

LOCAL FACILITIES PLAN



- Application Site
- Sutton-in-Ashfield Sub Regional Centre
- Kirkby-in-Ashfield District Centre
- Recreational Open Space
- Employment Areas
- Trent Barton 90 (Mansfield - Ripley)
- Trent Barton Black Cat (Mansfield - Derby)
- Trent Barton 3C (Mansfield - Nottingham)
- Sustrans Cycle Route
- 1 Abbey Hill Primary & Nursery School
- 2 Morvern Park Primary School
- 3 Hillocks Primary Foundation Unit School
- 4 Croft Primary Academy
- 5 Bracken Hill School
- 6 Morvern Park Primary School
- 7 Community Hospital
- 8 Kirkby Health Centre
- 9 Family Medical Centre
- 10 Tesco Express
- 11 Aldi
- 12 Premier Stores
- 13 Aldi
- 14 Morrisons
- 15 Lidl
- 16 Local Centre
 - The Junction Public House
 - Kim Hair Studio
 - Shannon Lodge Veterinary Surgery
 - The Flower House
- 17 Sutton Library
- 18 Festive Hall Leisure Centre
- 19 The Summit Sports Centre
- 20 Sutton Parkway Railway Station