



Meeting PLANNING AND RIGHTS OF WAY COMMITTEE

Date Tuesday 27 September (commencing at 10.30am)

Castle House, Newark

**Membership**

**COUNCILLORS**

Richard Butler (Chairman)  
Jim Creamer (Vice-Chairman)

Mike Adams	Nigel Moxon - Apologies
Andre Camilleri	Philip Owen
Robert Corden	Francis Purdue-Horan
Sybil Fielding - Apologies	Sam Smith
Paul Henshaw - Apologies	Daniel Williamson
Andy Meakin	

**SUSTITUTE MEMBERS**

Tom Smith substituted for Nigel Moxon

**OFFICERS IN ATTENDANCE**

Pete Barker – Chief Executive’s Department  
Steven Eastwood Snr – Chief Executive’s Department  
Sally Gill – Place Department  
Jaspreet Lyall – Chief Executive’s Department  
Joel Marshall – Place Department  
Jonathan Smith – Place Department

**1. MINUTES OF THE MEETING HELD ON 26 JULY 2022**

The minutes of the meeting held on 26 July, having been circulated to all members, were taken as read and were confirmed, and were signed by the Chairman.

**2. APOLOGIES FOR ABSENCE**

Apologies for absence were received from Councillor Fielding (medical/illness), Councillor Henshaw (other reasons) and Councillor Moxon (other reasons).

### **3. DECLARATIONS OF INTEREST BY MEMBERS AND OFFICERS**

There were no declarations of interest.

### **4. DECLARATIONS OF LOBBYING**

There were no declarations of lobbying.

### **PROCEDURE**

As several of the reports on the agenda dealt with related road improvements the Chairman informed members that the meeting would follow a slightly different procedure to normal.

The Chairman explained that he would move all of the recommendations for the relevant reports together and that there would just be one presentation to cover all of the road improvement reports.

Following the presentation, the speeches relating to all of the reports would be delivered then the individual reports would be debated and voted on separately.

### **5. RECONFIGURATION AND ENLARGEMENT OF OLLERTON ROUNDABOUT**

### **6. CONSTRUCTION OF TWO ROUNDABOUT JUNCTIONS AND LINK ROAD, MICKLEDALE LANE, BILSTHORPE**

### **7. IMPROVEMENTS TO WHITE POST ROUNDABOUT, FARNSFIELD**

### **8. IMPROVEMENTS AND ALTERATIONS TO WARREN HILL JUNCTION, FARNSFIELD**

### **9. ENLARGEMENT AND IMPROVEMENT OF LOWDHAM ROUNDABOUT**

### **10. ENLARGEMENT AND IMPROVEMENT OF KIRK HILL JUNCTION, EAST BRIDGFORD**

Joel Marshall delivered a presentation detailing the proposals of each of the above applications and highlighted the key issues involved.

Mr Marshall informed members that Natural England had withdrawn its objection to the Ollerton Roundabout proposals and that a late objection to the same scheme had been received from the Nottinghamshire Wildlife Trust. The Trust were concerned at the precedent set by the removal of part of the SSSI and the extent of the compensation measures. Mr Marshall stated that both NCC and Natural England were satisfied with the compensation measures proposed.

Following Mr Marshall's introduction, Mr Steve White was given the opportunity to speak and a **summary** of that speech is set out below:

- I was born in Ollerton but have lived in Wellow for more than 36 years
- Over many years the area has become blighted by speeding drivers and HGV limit breaches
- VIA EM and in particular Ms Jo Horton have been very supportive and have visited the village and implemented further notifications to help reduce speeding. We have also had the support of mobile speed cameras but their availability is severely limited.
- I have also had very good service from Nottinghamshire County Council when HGV drivers have broken the 7.5 T weight limit
- The issue around Ollerton roundabout and in general is that the A614 alterations will add further traffic to what has now been established as a short cut between Ollerton and its surrounding villages and Bilsthorpe with its link to the A614.
- I have met the Nottinghamshire Police & Crime Commissioner (PCC), Caroline Henry, to see what other measures can be put in place to ameliorate the effects of these proposals.
- The massive increase in the number of new homes and the industrial developments at Boughton and Bilsthorpe have also increased the volume and speeds on a daily basis as people travel to and from work and other suppliers.
- Wellow cannot cope any more and the restricted safety factors of Eaking Road in particular are not being addressed fully. For those not aware this road has:
  - 30 mph speed limit
  - 7.5 T weight restriction
  - 2 blind bends
  - One severe narrowing of the road, which happens to be at the point of one of the blind bends
  - A circular pedestrian route through Wellow village
  - The rear entrance to the Wellow House School for both deliveries and school children's walkabouts and church activities
  - A recognised rambler's route
  - Regular horse riders from Wellow Riding School
  - A single narrow pedestrian footpath on one side of the road

- Mobility scooters have increased in dimensions and as such many elderly residents are using the road rather than negotiate narrowing sections of the pedestrian footpath
  - Any accident on the A1 near Tuxford or Newark means diverted traffic blocking Eakring Road
- For years I have also been monitoring the police attendances and deployments when speeding drivers become intolerable. Unfortunately, the current head of Nottinghamshire police has repeatedly refused to visit the village to see for himself what is ruining the lives of residents and visitors to Wellow. They have refused relatedly to comply with FOI requests for deployment figures and records of speeding drivers. The PCC has confirmed they cannot cope with any more traffic related FOI requests as they are so far behind.
- We have proven historically that any hold ups for whatever reason on the A614, drivers are immediately alerted on their mobile phones / navigation systems that the alternative and often quicker route is to divert through Eakring and Wellow or the reverse, to minimise their journey disturbance. This will continue even after the alterations are made.
- The following is required prior to the commencement of the works:
    - A request for Joel Marshall to walk round the village and review the proposals
    - The installation of highway cable monitoring of volume and speed installations on Eakring Road, Wellow with a report produced one month prior to the works commencing
    - The above monitoring to be replicated on a quarterly/six monthly basis for the duration of the works
    - Continued monitoring following completion of the works for a period of one year
    - The regular deployment of mobile speed cameras during works, the locations of which to be agreed and which must be in areas highly visible to speeding drivers
    - A regular review and personal response from the newly promoted head of Nottinghamshire Police into the deployment activities and their findings
    - Additional visual notifications to alert drivers gaining access through Eakring and Wellow that speed restrictions must be adhered to at all times and will be in place for the safety of residents
    - The additional involvement of VIA EM and the installation of a permanent speed alert sign near the Red Lion public house (there is a temporary one in place at the moment)
    - Additional signage is required to alert drivers of the restrictions en-route along Eakring Road

- Reduction of the speed limit to 20mph at the point of the road narrowing on Eaking which encompasses a blind bend and limited visual exit from the rear entrance to Wellow House School

The following points of clarification were then responded to:

- Condition 13 requires the establishment of a study area and pre and post traffic counts, the methodology of which requires approval prior to the development commencing
- A lorry watch scheme operates in the Wellow area

Mr R Wagstaff was then given the opportunity to speak and a **summary** of his speech was read out by the clerk and is set out below:

- I have noticed that drivers regularly turning left out of the car park only glance towards the roundabout and if nothing is coming, they pull straight out to the left. We could be crossing the path or road, so our fear is it's just not safe for Costa customers let alone our grandchildren and us.
- Customers using the proposed new entrance adjacent to our property would in my view be dangerous and the old entrance should be left as it is.
- At the moment when vehicles turn off of the main road into the car park would it not be a safer option, because commercial delivery vehicles and waste collection vehicles would have difficulty in manoeuvring while in the car park when it is full. If the proposed development is passed it would be safer to have a stop line not a give way sign with signs on the exit.
- The main problem is the crossover points because they are too close together and it's an accident waiting to happen.

The following points of clarification were then responded to:

- The details of the schemes are not fully decided – more design work is needed.
- The requirements of Condition 11 should guarantee road safety.

Ms Jo Davies, the applicant, was then given the opportunity to speak and a **summary** of the speech is set out below:

- The A614/A6097 is a key route in the County stretching 18 miles from Ollerton in the north to East Bridgford in the south. It is a single carriageway road carrying 20,000 vehicles a day.

- There are key visitor attractions on the route including Clumber Park and Sherwood Forest.
- The proposed schemes are designed to deal with specific capacity and/or safety issues.
- The schemes represent a £28m investment in the County's highway network, scheduled to be completed in 2026/27, and will join recent improvements completed at Rose Cottage and Lockwell Hill junctions.
- People will be familiar queueing traffic and local rat runs and without these improvements modelling suggests that queueing times will increase by 5 to 7 minutes.
- These schemes will unlock housing and employment sites
- Work on the schemes commenced before the pandemic, many consultations have taken place and suggestions adopted where possible. New pedestrian crossings have been incorporated at Ollerton and Lowdham and a new equestrian crossing is proposed at Kirk Hill as a result.
- The development of the schemes is an ongoing process and further consultation will take place with Parish Councils and local residents.
- I can assure Mr White that traffic monitoring will be undertaken in Wellow
- I can assure Mr Wagstaff that further safety audits are due to be carried out at Ollerton
- These improvements will boost the economy, acting as a catalyst across the whole of the county, and I ask members to look favourably on the proposals.

Following Jo Davies's speech it was confirmed that the construction works would be staggered.

The meeting was adjourned at 11.40am and reconvened at 11.46am.

Following the presentation, speeches and questions for clarification, the individual applications were then debated and voted on separately.

## **5. RECONFIGURATION AND ENLARGEMENT OF OLLERTON ROUNDABOUT**

Comments were made and questions responded to as follows:

- Members expressed their satisfaction that this scheme was finally being implemented after years of waiting and recalled former Councillor Stella Smedley campaigning for the scheme.
- There has been very little opposition and much support for the proposals.

- Members are aware of residents' concerns but speeding issues are not planning issues.
- Members were pleased that residents' concerns were being listened to.
- Officers will agree new wording with the Chairman and Vice Chairman regarding the references to traffic counting in Conditions 11 and 13.
- Members can only decide on the proposals as contained in the report. It is not possible to alter the designs of the junctions at this stage.
- The access to McDonalds is outside of the scope of the proposed works but all local businesses have been consulted and have not objected.
- All hedges and trees removed as part of the proposals will be replaced by native species. Given the number of applications the applicant has been given 5 years, rather than the statutory 3 years, to commence each development.
- The road should be duelled but the junction improvements will make this easier if that happens in the future.
- It is unusual for a SSSI to be removed but compensation measures have been put in place.

On a motion by the Chairman, duly seconded, it was:

**RESOLVED 2022/042**

That subject to the rewording of Conditions 11 and 13, to be agreed with the Chairman and Vice Chairman, planning permission be granted for the purposes of Regulation 3 of the Town and Country Planning General Regulations 1992 subject to the conditions set out in Appendix 1.

**6. CONSTRUCTION OF TWO ROUNDABOUT JUNCTIONS AND LINK ROAD, MICKLEDALE LANE, BILSTHORPE**

On a motion by the Chairman, duly seconded, it was:

**RESOLVED 2022/043**

That planning permission be granted for the purposes of Regulation 3 of the Town and Country Planning General Regulations 1992 subject to the conditions set out in Appendix 1.

**7. IMPROVEMENTS TO WHITE POST ROUNDABOUT, FARNSFIELD**

On a motion by the Chairman, duly seconded, it was:

**RESOLVED 2022/044**

That planning permission be granted for the purposes of Regulation 3 of the Town and Country Planning General Regulations 1992 subject to the conditions set out in Appendix 1.

**8. IMPROVEMENTS AND ALTERATIONS TO WARREN HILL JUNCTION, FARNSFIELD**

On a motion by the Chairman, duly seconded, it was:

**RESOLVED 2022/045**

That planning permission be granted for the purposes of Regulation 3 of the Town and Country Planning General Regulations 1992 subject to the conditions set out in Appendix 1.

**9. ENLARGEMENT AND IMPROVEMENT OF LOWDHAM ROUNDABOUT**

Members debated the item and the following comments were made and questions responded to as follows:

- Members stated that residents of Newark will be pleased with the proposals in the report.
- Any trees removed as part of the scheme will be replaced and overall there will be a net environmental benefit once the scheme has been completed.
- Officers did not have details of the amount by which journey times would be reduced but the improvements will improve the traffic flow.
- The elliptical design of the roundabout means that the cricket ground and the listed war memorial are unaffected by the scheme. The changes to the scheme were made following concerns expressed by the public.
- How and where the removed top soil will be used is a matter for the applicant and contractor - Condition 9, however, includes a soil management and reuse strategy.
- The access road will be adopted.

On a motion by the Chairman, duly seconded, it was:

**RESOLVED 2022/046**



That planning permission be granted for the purposes of Regulation 3 of the Town and Country Planning General Regulations 1992 subject to the conditions set out in Appendix 1.

**10. ENLARGEMENT AND IMPROVEMENT OF KIRK HILL JUNCTION, EAST BRIDGFORD**

Members debated the item and the following comments were made and questions responded to as follows:

- The scheme will help to reduce the tailbacks currently being experienced.
- It is disappointing to lose hedgerow and while it will take time for the replacements to establish themselves, overall the scheme will result in a net environmental benefit.
- The application was debated by the East Bridgford Parish Council and it is pleasing to note that the Council's comments have been taken into consideration, especially regarding the proposed installation of the pedestrian and equestrian crossings.
- The pedestrian crossing is 100m from the junction and it may take some time before pedestrians become accustomed to it. The ability to cross the road at the junction will be improved, with the installation of dropped kerbs for example.

On a motion by the Chairman, duly seconded, it was:

**RESOLVED 2022/047**

That planning permission be granted for the purposes of Regulation 3 of the Town and Country Planning General Regulations 1992 subject to the conditions set out in Appendix 1.

**11. CREATION OF FISH FARMING POND, LAND OFF NORTH SCARLE ROAD, WIGSLEY**

Jonathan Smith introduced the report which considered a planning application to make modifications to the depth of a fish rearing pond previously approved as part of a wider fish farm development.

Mr Smith informed members that the HGV movement figures had been omitted from Condition 19 in error.

Councillor Tom Smith asked if he should take part in the debate and vote as he is also a member of Newark & Sherwood District Council's Planning Committee. Councillor Smith was advised that it was decision for himself to make and it would depend on whether he considered himself able to approach this matter with an open mind. Councillor Smith confirmed he had not come to any predetermined decision and took part in the debate and vote.