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PROPOSED MINERAL EXTRACTION SITE, GREEN STREET, MILL HILL,
BARTON IN FABIS, NOTTINGHAM

Transport Statement

January 2024

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Produced by: ----- J P Hurlstone

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Transportation Planning, Highway Design and Environmental Assessment

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1 INTRODUCTION

- 1.1 Land Logical Limited (the Applicant) is seeking planning permission for the extraction, processing, sale and distribution of sand and gravel, and subsequent restoration together with the necessary associated infrastructure and access improvements on land off Green Street, Mill Hill and land at Barton in Fabis off Chestnut Lane (the Site).
- 1.2 The Nottinghamshire Minerals Local Plan adopted March 2021 has allocated the land at Mill Hill near Barton in Fabis as a new sand and gravel quarry with an estimated reserve of three million tonnes. This reserve estimate excludes land within the administrative boundary of Nottingham City which is in the order of 500,000 tonnes. The site profile (MP2p) contained within the Nottinghamshire Minerals Local Plan provides a detailed description of the site characteristics.
- 1.3 The Site extends to approximately 85.15 hectares between Green Street (the former A453) and the River Trent within the administrative boundaries of Nottinghamshire County Council and Nottingham City Council.
- 1.4 The location of the Site is illustrated in the Location Plan within the Figures section of the report.
- 1.5 The Site is located to the west of the Mill Hill Roundabout beyond Green Street, which is the line of the former A453 prior to the recent completion of the dual carriageway route lying to the east of and broadly parallel to it. The Site would be served by an existing direct access to Green Street, which would be improved as part of the development, approximately 180m from the Mill Hill Roundabout junction.
- 1.6 The proposed extraction area extends to approximately 40.90 hectares within the overall site area and is believed to contain approximately 2.55 million saleable tonnes of sand and gravel, which would be extracted at a rate of approximately 280,000 saleable tonnes per annum following on-site processing of the excavated material.
- 1.7 The proposed extraction area would be progressively restored using indigenous materials which would be stripped and stored on site. No importing of infill materials is proposed.
- 1.8 The quarry development is proposed to commence in 2024, subject to planning permission being granted. The initial 1.5 years would be used for site establishment, followed by 9 years of extraction and sales, followed by a further year for sale of residual stocks and another year for final restoration of the site, which would run concurrently with extraction after the initial void is created, on a progressive, phased basis to deliver a mix of agriculture and nature conservation uses. Based on the foregoing, the overall project life is expected to be 12.5 years, during which sales and the associated HGV traffic would occur over 9 to 10 years between 2026 and 2036.

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- 1.9 The site was originally identified and promoted in 2017 through the withdrawn planning application references ES/3712 and 17/00930/PMFUL3, as a result of the then recent improvement to the A453 link between Nottingham and Junction 24 of the M1 Motorway and the allocation of land to the south of Clifton for the provision of a substantial strategic development site known as the "Sustainable Urban Extension".
- 1.10 The Hurlstone Partnership Limited produced a Transport Statement dated July 2016, which demonstrated the proposed Quarry would attract an average daily HGV flow of 57 loads / 114 movements, which equates to 5 – 6 loads / 10 – 12 movements per hour on average. In addition, there would be movements associated with 7 staff, who would travel off-peak based on the operating hours proposed.
- 1.11 Having considered the highway impact of the proposed quarry, the Local Highway Authority and Highways England (now National Highways) confirmed they had no objection.
- 1.12 The revised proposal, which seeks to address outstanding non-highway matters which led to the withdrawal of the planning application is predicted to attract 51 loads / 102 HGV movements per day, plus movements associated with 16 employees, who would travel off-peak due to the proposed operating hours, via the previously accepted access to the Site.
- 1.13 In response to the Request for a Scoping Opinion, National Highways confirmed: *"Due to the scale and nature of the proposed development, traffic generated from the site is unlikely to have an adverse impact on the A453 trunk road which forms part of the SRN. However, National Highways would still expect to be consulted on the Transport Assessment which should be included as part of any forthcoming planning application."*
- 1.14 Nottinghamshire County Council, the Local Highway Authority, confirmed: *"The applicant proposes to update the previously submitted transport statement to be submitted as part of the Environmental Statement (ES). The Highway Authority is satisfied with this approach."*
- 1.15 Nottingham City Council's Highways Department also required a Transport Assessment to identify the impact on its network, to the north of Mill Hill Roundabout, together with a Travel Plan and Construction Management Plan.
- 1.16 It is recognised that there is a shortage of sand and gravel in Nottinghamshire and demand is likely to increase significantly with the ongoing allocated and permitted developments within the Rushcliffe area. The site is particularly well located to serve the Fairham Clifton Sustainable Urban Extension south of Clifton, which was anticipated to continue to around 2033, but based on the delays compared with the Local Plan trajectory now appears likely to continue until around 2036. Similarly, there have been delays to the start at the strategic Gamston development site, which is also now likely to extend to at least 2036.
- 1.17 As a result, the life of the proposed quarry dovetails well with those projects. In addition, the Local Development Order granted at the Ratcliffe Power Station to the south along the A453, will also create a demand for aggregate.

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- 1.18 The Hurlstone Partnership Limited was instructed to update the 2016 report to assist in the determination of the revised planning application. As part of the review, a site visit was undertaken in August 2023 to check whether there had been any significant changes to the network, given the local developments of the Park and Ride site and Fairham / Clifton Sustainable Urban Extension identified during the previous assessment.
- 1.19 The remainder of this report details the findings of the update review and reiterates the previous conclusion that the impact of the proposed new quarry would be acceptable and that the previously accepted access arrangement from Green Street remains appropriate to safely serve the site.
- 2 EXISTING SITUATION
- 2.1 The existing site access is formed by a dropped kerb on the northwest side of Green Street (the former A453) beyond which is a tarmac verge crossing leading to a gateway within the existing fence-line, providing access to the agricultural fields beyond.
- 2.2 The access is located approximately 180m from the Mill Hill Roundabout and is served by a recently constructed single carriageway link to modern design standards with a nominal width of 7.3m. The speed limit at the roundabout is 40 mph, although this increases to the national speed limit of 60 mph for single carriageway routes when leaving the junction and continuing southwest towards Barton in Fabis.
- 2.3 The carriageway progressively climbs from the roundabout around a gradual left hand bend to a slight crest beyond the access position. A priority T junction is located approximately 75m to the northeast of the site access, which returns back towards the line of the former A453 and is signed as 'Fox Covert Lane' from Green Street. Fox Covert Lane is a signed Public Bridleway to Barton in Fabis, Clifton and Wilford, whilst Green Street to the south is a signed cycle route. Warning signs are provided to alert motorists to the potential for cyclists, pedestrians and agricultural vehicles in the vicinity of the priority junction.
- 2.4 Visibility to the left from the existing access, which effectively sits on the outside of the slight bend, extends to Mill Hill Roundabout, approximately 180m to the left (northeast) and 215m to the right (southwest). However, due to the alignment of Green Street, the visibility to the far, oncoming traffic lane for vehicles exiting the roundabout is slightly reduced. From a 2.4m set back from the near carriageway edge at the access centreline (the X distance), the visibility splay to the left extends 169m to the far carriageway edge, 173m to the centreline of the far traffic lane and 177.5m to the far edge of the splitter island on the Green Street exit from Mill Hill Roundabout.
- 2.5 All of the above distances extend to within the 40 mph speed limit area at Mill Hill Roundabout, which commences approximately 161.5m from the existing access centreline.
- 2.6 The existing Mill Hill Roundabout is a four arm junction incorporating Green Street on the west and east, the A453 to/from Nottingham to the north (which is constructed as a single carriageway with two traffic lanes in each direction), and the A453 dual carriageway to/from

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the M1 to the southwest. The A453 is a signed clearway at the roundabout when approaching from Green Street. The A453 also provides access to the A52 to the north and M1 and A50 to the south, forming part of the strategic trunk road network controlled by National Highways. As such the A453 forms one of the nationally preferred routes for HGV traffic movement.

- 2.7 The eastern section of Green Street serves the Park and Ride side for the tram and also the ongoing Fairham development. The route was upgraded earlier this year as part of the Fairham / Clifton SUE site development.

Existing Traffic Flows

- 2.8 When preparing the previous report in 2016, traffic flows published on the Department for Transport (DfT) website provided Annual Average Daily Flows (AADF) along the former A453 Green Street varied between 22941 vehicles including 2823 HGVs in 2011 to 25573 vehicles including 2899 HGVs in 2014. Between 2000 and 2014 the highest AADF HGV flow was identified to be 3312 vehicles within an overall flow of 24009 vehicles in 2001.
- 2.9 By way of comparison, the DfT data reveals the new A453 dual carriageway accommodated an AADF flow of 39424 vehicles including 2959 HGVs in 2019, with 2020 flows reducing to 27727 including 2516 HGVs due to the Covid 19 pandemic. Data for 2021 revealed a flow of 31976 vehicles including 3027 HGVs, increasing to 37463 vehicles including 3192 HGVs in 2022.
- 2.10 To the north of the Mill Hill Roundabout, there is a DfT Count Point on the A453 north of the signal-controlled junction with Village Road and Green Lane at Clifton Village. By way of comparison, the 2019 AADF flow was 49100 vehicles including 2650 HGVs, 34202 vehicles including 2250 HGVs in 2020, 37287 vehicles including 2986 HGVs in 2021 and 44893 vehicles including 2718 HGVs in 2022.
- 2.11 It is therefore apparent that whilst overall traffic levels remained below pre-pandemic levels, the number of HGVs in the area has increased.
- 2.12 In order to establish current flows on Green Street, an Automatic Traffic Counter (ATC) was installed for a 7 day period between Saturday 1st and Friday 7th July 2023 at the Farm Traffic Warning sign between the roundabout and Site access. The traffic survey results summaries are provided in Appendix A for information.
- 2.13 The results reveal the average daily flow on Green Street was 1073 movements over the 7 day period, increasing to 1125 over the 5 day period between Monday and Friday. The range of daily flows varied between 1288 on Thursday and 851 on Sunday, giving a range of 437 movements. When excluding the weekend period, the day to day range reduces to 367 movements as a result of the lower flow of 921 vehicles on Monday.
- 2.14 The daily HGV traffic flows varied between 16 on Monday and 90 on Thursday during the working week. The lowest daily HGV flow was recorded on Sunday with 7 vehicles

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recorded. The average daily HGV flow is established to be 36 movements over the 7 day period and 48 movements over the 5 day period (Monday to Friday).

- 2.15 In terms of peak hour flows, the survey results reveal the Monday to Friday AM peak hour occurred between 11:00 – 12:00 with an average of 90 movements and a day to day range of 48 vehicles between 66 on Monday and 114 on Wednesday. The average PM peak hour occurred between 13:00 – 14:00 and 16:00 – 17:00 when 83 movements were recorded. During the earlier period the daily flows of between 53 movements on Monday and 116 movements on Thursday, giving a range of 63 vehicles. During the later PM peak the flows ranged between 79 on Monday and 87 on Friday, giving a daily variation of 8 movements.
- 2.16 The highest hourly flow recorded was 116 movements, which occurred during the earlier PM peak hour on Thursday, and also between 10:00 – 11:00 on Thursday.
- 2.17 The ATC also recorded vehicle speeds during the survey period. It was established that the average 85th percentile speeds at the count site were 41.5 mph (66.8 kph) northeast-bound towards the roundabout and 39.3 mph (63.2 kph) southwest-bound from the roundabout.
- 2.18 Based on these observed traffic speeds, it is apparent that the visibility splay to the left of the site access, which extends a minimum of 169m, is significantly longer than is required based on the trunk road parameters within DMRB. Based on the DMRB 2 second perception/reaction time and 0.25g rate of deceleration, the corresponding visibility splay length is calculated to be 98.06m. This increases to 120m if applying the threshold approach to the tabulated speeds within DMRB, as the observed design speed is 3.2 kph above the 60 kph threshold at which 90m is required, which places it into the next category for speeds up to 70 kph (43.5 mph).
- 2.19 In terms of the visibility splay to the right of the site access, the achievable 215m distance satisfies the default DMRB requirement for roads subject to a 60 mph speed limit, for which a design speed of 100 kph (62.1 mph) is assumed.

Highway Safety

- 2.20 To review the safety performance of the existing road network, the Crashmap database has been interrogated, covering the most recent 8 year period available (2015 – 2022 inclusive) along Green Street in the vicinity of the access to the A453 Mill Hill Roundabout. It is understood the A453 dual carriageway to the M1 was opened on 20th July 2015.
- 2.21 It was found there had been no recorded personal injury accidents on Green Street and 4 accidents on the Mill Hill Roundabout. The first occurred in September 2015 when a motorcyclist fell off when negotiating the junction, resulting in serious injury in dry conditions during daylight hours. The remaining three accidents were all classified as slight. The first occurred in October 2018 when a car ran into the back of another on the northbound approach to the junction. The second occurred in July 2019 when an HGV over 7.5 tonnes

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was turning right at the roundabout and when its offside collided with the front of a car at the junction. The third occurred in December 2021 when a driver approaching the junction collided with a bollard/ refuge at the junction whilst slowing down or stopping on the northbound approach.

- 2.22 In the event there is a particular feature of the road network that results in compromised safety for its users, it is normal to find a number of incidents which share similar characteristics. In this case, whilst there were four recorded injury accidents at the Mill Hill Roundabout, all were notably different in their characteristics, which suggests there is no inherent defect of the road layout that results in unacceptably compromised safety for its users. This view is supported when considering the limited number of recorded incidents despite the relatively high traffic volumes passing through the junction.

3 PROPOSED DEVELOPMENT

- 3.1 The proposed development involves the extraction of approximately 2.55 million saleable tonnes of sand and gravel, which would be extracted at a rate of approximately 280,000 saleable tonnes per annum over a period of around 9 years with a further year to sell the residual stocks.
- 3.2 When allowing for the establishment of the site, which is expected to take around 1.5 years, and the final element of the progressive restoration to agriculture and nature conservation uses in the last year of the programme, the overall project life is approximately 12.5 years. Based on the assumed start date for site establishment in 2024, the distribution of mineral from the site would occur between 2026 and 2036, with an end date of 2037.
- 3.3 The as raised aggregate would be excavated in the working area then transported overland by conveyor to the proposed on-site processing plant.
- 3.4 The processed material would be distributed as aggregate by road via the existing access to Green Street, which would be improved to facilitate the two-way movement of HGV traffic to/from the northeast.
- 3.5 It is proposed that all HGV traffic travelling to/from the site would enter and leave via the Mill Hill Roundabout approximately 180m to the north. A smaller radius on the southwest side of the site access would be incorporated to restrict access from Barton in Fabis for HGVs. Visibility at the site access would extend a minimum of 215m to the southwest and 160m to the northeast, which accords with and exceeds current design standards.
- 3.6 The proposed access arrangement is illustrated in Figure 1, whilst Figure 2 illustrates the swept path of a design articulated HGV (the largest vehicle anticipated to visit the site).
- 3.7 The potential for transporting aggregate via the River Trent has been considered. However, this is not feasible as a result of the existing weirs along its length, which prevent the use of barges. Similarly, consideration was given to rail transport. However, due to the location

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of the nearest commercial rail sidings, together with the environmental and financial constraints of extending either a rail or river connection, it would be necessary to load saleable product into HGVs and for them to travel along the same road network as is likely to be used to directly access the anticipated market areas.

- 3.8 It is anticipated that the saleable output of sand and gravel would be approximately 280,000 tonnes per annum.
- 3.9 In terms of the sand and gravel exports, this is typically transported in either rigid tippers with an average payload of 20 tonnes, or larger articulated vehicles. In order to represent the worst case scenario, the smaller 20 tonne payload has been assumed.

Development Traffic

- 3.10 Taking the foregoing into account, it is calculated that the export of 280,000 tonnes of sand and gravel in 20 tonne average payloads would result in 14,000 loads per annum.
- 3.11 Based on the typical working hours for a mineral site of 07:00 – 18:00 Monday to Friday and 07:00 – 13:00 on Saturday, with no working on Sundays and Public Holidays, a total of 275 working days per annum is established when allowing for extended shut-down periods, such as at Christmas / New Year, maintenance of plant and allowing for periods when flood warnings are in place and therefore extraction within the flood plain would be temporarily suspended.
- 3.12 It is therefore established that the average daily HGV flow associated with the on-site activities would be 51 loads / 102 movements, which equates to 5 loads / 10 movements per hour on average.
- 3.13 All of the HGV traffic would be directed to travel to/from the site via Mill Hill Roundabout and the A453. The proposed access will direct outbound traffic to the left on egress from the site and prevent HGVs from turning left into it. This is to prevent HGV traffic travelling through Barton in Fabis and instead direct it towards the strategic road network, including the A453, A52 and M1, which are allocated as the preferred route for HGVs.
- 3.14 In addition to the HGV movements, there would be trips associated with staff journeys. It is predicted that approximately 16 people would work at the quarry, which could result in 32 trips per day assuming all travelled independently by car. However, due to the proposed operating hours, the majority of the staff movements would occur off peak when the demands on the local road network are lower. A Draft Outline Travel Plan has been produced, which may reduce staff trips from the worst-case figures considered in this report.
- 3.15 Given the proximity of the site to the Park and Ride Tram station, and the cycle / pedestrian routes available via Fox Covert, to which a connection from the site is to be provided as part of the scheme, it is likely that some staff would travel by alternative modes. Some, where feasible, may also car share to support sustainable transport objectives.

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- 4 DEVELOPMENT TRAFFIC IMPACT
- 4.1 As established in the previous section, the proposed development would attract an average of 51 loads / 102 HGV movements per day and 5 loads / 10 movements per hour during the life of the site, which would travel through the Mill Hill Roundabout, plus up to 32 staff movements.
- 4.2 When considering the baseline traffic flows on Green Street, which average 1125 per full working day, it is apparent that the potential 134 development traffic movements represent an increase of 11.9% on the route. However, due to the low HGV flows, there would be a 212.5% increase along the short section of the route between the Site access and Mill Hill Roundabout.
- 4.3 As a result, in accordance with the Institute of Environmental Management and Assessment (IEMA) Guidelines: Environmental Assessment of Traffic and Movement of July 2023 the impact should be assessed based on its Rule 1: *"Include highway links where traffic flows will increase by more than 30% (or the number of heavy goods vehicles will increase by more than 30%)"*. The IEMA Guidelines Rule 2 states: *"Include highway links of high sensitivity where traffic flows have increased by 10% or more"*.
- 4.4 In this case, the short section of Green Street between the Site access and Mill Hill Roundabout is not considered to be of high sensitivity.
- 4.5 As identified above, Green Street is a signed cycle route. As a result, there could be some impact on cyclists, equestrians and pedestrians using the rights of way network. The revisions to the rights of way network necessary to facilitate the scheme have been considered in separate section of the Environmental Statement. This section considers the impact on users in terms of increased delay, fear and intimidation, amenity and safety.
- 4.6 In terms of delay, as the IEMA guidance confirms at paragraph 3.20, the impact on driver delay is *"...only likely to be significant when the traffic on the network surrounding the development is already at, or close to the capacity of the system"*. Given the low combined flows on Green Lane which peak at 116 movements per hour, combined with the low hourly flows at the Site access of 10 movements, given the peak occurs beyond the staff travel times, there is no capacity concern at the site access itself, or on the short length of Green Street between the Site access and Fox Covert.
- 4.7 In terms of the approach to the Mill Hill Roundabout it is apparent that the range of 10 movements per hour (5 in / 5 out) falls well within the range of normal hourly variations of what are essentially low traffic flows in any event. This is apparent when considering the potential impact in terms of fear and intimidation based on the IEMA guidelines.
- 4.8 Based on Table 3.1 of the IEMA guidelines, as the average hourly flow over the 18 hour (06:00 – 24:00) period is between 600 - 1200 vehicle movements and the 18 hour HGV flow is less than 1000 vehicles, this gives Green Street a Degree of Hazard score of 10, but

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the average speeds in the 30 – 40 mph category (34.2 mph northeast-bound / 32.7 mph southwest-bound) gives a score of 20.

- 4.9 Adding the development traffic to the baseline hourly flows and 18 hour HGV flow does not change the 10 score for the traffic flow elements, and the speed score of 20 remains unaltered. Based on the combined scores of 30 under both scenarios, Table 3.2 confirms the levels of fear and intimidation is within the moderate category. Also, in accordance with Table 3.3 of the guidelines, the magnitude of impact would be negligible, as no step change would occur as a result of the Proposed Development.
- 4.10 It is also noteworthy that the impact would be considered low even if a step change did occur in conjunction with an increase of less than 400 vehicle movements or less than 500 heavy vehicle movements during the 18 hour (06:00 – 24:00) period. These thresholds of low impact place the increases of up to 32 cars and 102 HGV movements per day associated with the Site in context, confirming that they remain low levels of change in absolute terms, despite the proportionally large increases.
- 4.11 These traffic movements may be considered in the context of the historic flows along the A453 described in section 2 of this report above, which confirmed Annual Average Daily Flows (AADF) along the former A453 Green Street varied between 22,941 vehicles including 2,823 HGVs in 2011 to 25,573 vehicles including 2,899 HGVs in 2014. Between 2000 and 2014 the highest AADF HGV flow was identified to be 3,312 vehicles within an overall flow of 24,009 vehicles in 2001.
- 4.12 Given the significant reduction in activity on Green Street highway capacity is clearly not a constraint to development on Green Street itself.
- 4.13 In order to compare the development traffic with the Annual Average Daily Flow, it needs to be corrected. As established in section 3 a total of 28,000 HGV movements per annum was established, which when averaged over 365 days per annum gives an average daily flow of 76.7 (say 78) HGV movements, whilst the staff trips based on 32 movements for 275 days equates to an AADF of 24 movements ($275 \times 32 / 365$).
- 4.14 When considered in the context of baseline flows on the A453, it is apparent that the proposed development traffic is insignificant. Based on the more recent and suppressed 2022 traffic flows of 37463 vehicles including 3192 HGVs, should all vehicles head to / from the south, it would represent an increase of 0.3% of the overall flow and 2.4% of the HGV traffic.
- 4.15 To the north of Mill Hill Roundabout, near Clifton Village, the overall 2022 flows were higher than to the south, with an AADF of 44893 vehicles including 2718 HGVs. If assuming all development traffic travelled to / from the north of Mill Hill Roundabout, the proposed quarry would result in increases of 0.2% to the overall flow and 2.9% of the HGV flow.
- 4.16 These are considered to be negligible increases, and in practical terms insignificant. As paragraph 2.18 of the IEMA Guidelines confirm: "Traffic forecasting is not an exact science,

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and the accuracy of projections is open to debate. It is generally accepted that accuracies of greater than 10% are not achievable. It should also be noted that the day to day variation of traffic on a road is frequently at least + or – 10%. At a basic level, it should therefore be assumed that projected changes in traffic of less than 10% create no discernible environmental impact. The cumulative effect of a number of developments attracting less than 10% of additional traffic may need to be assessed at a broader strategic or policy level."

- 4.17 It is therefore apparent that the impact of the proposed Quarry on the A453 would not be significant in isolation, as was anticipated by National Highways in its consultation response.
- 4.18 The quantum of traffic activity associated with the proposed quarry and its impact on the road network may also be considered in the context of the ongoing development in the area, with the accuracy of traffic forecasting identified above in mind. This is considered in the following Cumulative Impact section of this report.
- 4.19 Due to the requirement for sand and gravel in the construction of the Fairham / Clifton Sustainable Urban Extension, that at Gamston and the Local Development Order at Ratcliffe Power Station. The proposed site is ideally located to provide the essential materials to create the new infrastructure. Its proximity to the major development schemes offers significant potential cost savings for contractors in terms of haulage costs, based on the minimal travel distances between the proposed quarry and the respective construction sites.
- 4.20 This proximity also provides other significant benefits, as should a load of sand and gravel for the Sustainable Urban Extension be sourced from the proposed site at Barton Fabis, the potential impact of the vehicle would be limited to approximately 200m along Green Street and its passage through the Mill Hill Roundabout. Should the same material be sourced from further afield, the journey would be longer, resulting in increased consumption of finite fuel reserves, increased vehicle emissions and an increased area of the local highway network being affected as the vehicle passes along the various links and through additional junctions.
- 4.21 When assessed in terms of the fundamental basis of sustainable transport, i.e. reducing the need to travel, the proposed mineral site is considered to offers substantial potential benefits.
- 4.22 Having considered the foregoing, it is concluded that the proposed development represents sustainable development in terms of transport matters. It would be served by a safe means of access and would not result in a severe residual cumulative impact on the local highway network.
- 4.23 As a result, in accordance with the transport test identified in paragraph 115 of the National Planning Policy Framework, the proposed development should not be prevented or refused on highways grounds.

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- 5 CUMULATIVE IMPACT
- 5.1 There are a number of committed developments in the area that will affect existing traffic flows on the local road network.
- 5.2 When the previous Transport Statement was prepared in 2016, planning application 14/01417/OUT "*Outline application for the development of a sustainable urban extension comprising residential development up to a maximum of 3000 dwellings; employment development incorporating a maximum of 100,000sqm of B1, B2 & B8 floorspace; retail development (A1 to A5) up to a maximum of 2500sqm of floorspace; community buildings; leisure uses; schools; gypsy & traveller pitches; access to the site; new roads; footpaths & cycleways; green infrastructure including new community park; ancillary infrastructure & groundworks Land East And West Of Nottingham Road South Of Clifton*" on land also belonging to the JH Plowright Trust was being considered. This application was subsequently approved by Rushcliffe Borough Council in May 2019 and is currently under construction. As part of this development, the existing Mill Hill Roundabout is due to be significantly revised with the installation of signal control.
- 5.3 The impact of this development, now known as Fairham, was assessed in 2014. At that time Rushcliffe Borough Council was promoting sites through the Local Plan which were predicted to contribute towards the delivery of some 13,130 new dwellings within the plan period. The Borough Council was promoting three sites for residential development, which would provide 8,500 dwellings by 2032, including Edwalton (1,500 plus associated retail development), Gamston (4,000 plus 20 hectares of mixed employment use) and Clifton (3,000 plus 20 hectares of mixed employment use).
- 5.4 The impact of these cumulative strategic developments was assessed using the Greater Nottingham Transport Model in the design year of 2032. In terms of the Clifton site, the Transport Assessment submitted with the planning application provides details of the access strategy and additional development traffic which would be added to the local road network as a result of the scheme, which was anticipated to be completed by 2026.
- 5.5 It confirms the site would be accessed via both Nottingham Road and also Mill Hill Roundabout on the A453, which would be enlarged and signal controlled as part of the proposals. The upgraded Mill Hill junction would also serve the Clifton Park and Ride site on the Nottingham Express Transit Phase 2 tram line (the NET 2 extension), which has now been constructed, as have many of the dwellings at the Edwalton site, which is also understood to be ongoing development.
- 5.6 At present, it is understood significant construction work has yet to commence at the Gamston site; some industrial floorspace has been constructed at the Clifton /Fairham site, and it appears the construction of some dwellings within Phase 1 of the Clifton / Fairham site has now commenced, based on the initial form of the structures visible from the new access road from Mill Hill Roundabout.
- 5.7 The current Local Plan Part 1 was adopted in December 2014, with Part 2 following in October 2019. Paragraph 3.6 of the latter confirms: "*At the main urban area of Nottingham,*

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the Core Strategy already allocates two 'strategic sites' on the edge of West Bridgford (at Melton Road, Edwalton and to the east of Gamston/north of Tollerton) and another strategic allocation to the south of Clifton. It was originally expected that these three sites would deliver around 7,000 new homes during the plan period to 2028, but it will now be less than this. In preparing Local Plan Part 2 it has been assessed whether it would be appropriate to extend any of these strategic sites, but it has been decided that it would not. It has also been assessed whether it would be appropriate to allocate any new sites for development within or on the edge of main urban area of Nottingham. However, none have been identified as suitable for allocation for development during the plan period."

- 5.8 Appendix B of the Local Plan Part 2 provides housing trajectories which extend beyond the 2028 Plan Period and confirms up to 2028, the three sites were predicted to deliver 4866 dwellings, with a further 2500 between 2028 and 2033. By the end of 2023, 750 dwellings were expected to be built on the Clifton and Gamston sites, but at present it is understood there are no completed dwellings.
- 5.9 It is therefore apparent that the construction of the allocated sites will continue not only beyond the Plan Period but also beyond 2033.
- 5.10 A planning application (reference 23/01100/NMA) has been submitted to vary condition 25, which imposed a limit of 300 dwellings being constructed and accessed via Nottingham Road to the east, before the A453 improvements were delivered. The application is currently being considered which seeks to limit the number of dwellings to 570 being served before the full improvement to Mill Hill Roundabout is completed in 2024, on the basis that traffic flows along the A453 corridor have proven to be significantly lower than originally predicted, which would facilitate further development before the full Mill Hill improvement scheme is necessary to maintain acceptable operational capacity at the junction.
- 5.11 Technical Note 21 submitted by the Highway Consultant confirms the developer wishes to omit the first two phases of the Mill Hill Roundabout (Phases A and B), and move straight to Phase C, which is the final scheme to release the entire site in conjunction with the Nottingham Road accesses. The Technical Note confirms the Mill Hill Roundabout Phase C scheme is due for completion in 2024, but the scheme could be delayed by up to 2 years, based on the employment uses and up to 1000 dwellings being built and occupied, before the existing Mill Hill Roundabout capacity is unacceptably compromised. This conclusion was reached on the presumption that the recently completed interim improvement scheme to Green Street, which has formed the existing access to the Park and Ride and Fairham sites, was implemented.
- 5.12 The assessment which underpins the application to revise the condition limiting unity numbers is based on an updated East Midlands Gateway Model (EMGM), which takes into account the more recent traffic survey data. The EMGM was developed as a multimodal transport model built following the Guidance in WebTAG. It used information from the Greater Nottingham Transport Model, upon which the original Clifton SUE Transport Assessment was based, the Greater Derby Transport Model and the Leicester with Leicestershire Integrated Transport Model.

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5.13 It is understood that the detailed simulation area of the EMGM covers Nottingham City, Ashfield, Broxtowe, Erewash, Gedling, Rushcliffe, Derby City, Amber Valley, South Derbyshire, Charnwood and North West Leicestershire. Beyond the detailed simulation area, a skeletal buffer network extends to include Leicester City and areas to the south of the A46.

5.14 In addition to the Local Plan sites, a Local Development Order (22/01339/LDO) was granted on 17th July 2023 for the Ratcliffe Power Station, to the south of the Site, permitting:

New development comprising:

- i) *the erection of buildings up to a maximum gross floor area (GFA) of 810,000 m² to accommodate the following uses:*
- Energy Generation & Storage;*
 - Advanced Manufacturing & Industrial (Class E(g)(iii) & B2);*
 - Data Centre;*
 - Logistics (Class B8) up to a maximum of 180,000 m² (GFA) on the Northern Area only;*
 - Research & Development & Offices (Class E(g) (i) & (ii));*
 - Education (Skills and Training) (Class F1(a)), and;*
 - Community hub providing complementary services and uses primarily for the occupiers of the Site, including an active travel mobility centre, small scale retail (Class F2(a)), one café/bar (Class E(b)), one hot food takeaway (sui generis), a creche or children's nursery (Class E (f)), a gym or fitness facility (Class E (d)) and one hotel not exceeding 150 beds (Class C1).*
- ii) *up to 10 ha of ground-mounted solar power generation within Plot B only.*

Together with associated infrastructure including energy distribution and management infrastructure, utilities and associated buildings and infrastructure, digital infrastructure, car parking, recycling facilities, a site-wide sustainable water management system and associated green infrastructure, access roads and landscaping.

The development permitted by the LDO also includes any operations or engineering works necessary to enable the development of the Site, including: excavation, and earthworks, the formation of compounds for the stockpiling, sorting and treatment of excavated materials, import of material to create development platforms, piling, and any other operations or engineering necessary for site mobilisation, temporary office and worker accommodation, and associated environmental, construction and traffic management."

5.15 The Transport Assessment submitted with the LDO application assessed the impact of the Power Station redevelopment using the EMGM and therefore incorporates the relevant developments in the area.

5.16 Within the Transport Assessment it is reported that the current baseline HGV movements at the Power Station of 65 per day to be a significant reduction from the 2013 peak when there was an average of circa 470 HGV movements per day. Similarly, the Transport

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Assessment reports there are currently around 500 members of staff employed on site, compared with up to some 3500 between 2010 and 2015¹.

- 5.17 Based on the proposed development at the Power Station, the new development is predicted to attract some 27723 vehicle movements per day, including 3346 HGV movements per day², in addition to the retained uses within the site. When offsetting the historic activities, it was established the proposed development would add 26143 vehicle movements including 3281 HGV movements to the local road network per day, of which 2334 would occur during the AM peak hour between 08:00 – 09:00, 2206 between 16:00 – 17:00 and 1618 between 17:00 – 18:00³.
- 5.18 The impacts of these cumulative strategic developments have been assessed using the EMGM in the proposed opening year of 2026, when it was anticipated the first 2 phases of development would be completed in accordance with timescales for incentives related to the development of Freeports, and thereafter in 2041, some 15 years after completion of the initial phases. The third phase would follow in association with the decommissioning and demolition of the power station buildings before redevelopment. Notwithstanding this, for the purpose of the model assessment, it was assumed that all phases would be complete by 2026⁴.
- 5.19 It is apparent from the traffic flows identified for the LDO above, that the activity associated with the proposed quarry falls well within the 10% range of forecasting accuracy for this site alone. The 10% figure of the LDO flows represent some 2772.3 vehicles and 334.6 HGVs.
- 5.20 When including the additional predicted traffic movements associated with the Fairham / Clifton SUE site the other strategic sites in the area, the quarry traffic flows become an even smaller proportion of the potential variations accepted within traffic modelling and assessment.
- 5.21 Given the recent application to vary conditions imposed on the Fairham / Clifton SUE permission, which require delivery of the Mill Roundabout, based on lower than predicted traffic on the local road network, indicates greater capacity than originally envisaged when planning permission was granted is available on the local road network.
- 5.22 A request for a Scoping Opinion has been made under reference SC/4569 for "*Proposed prior extraction of gypsum within the Ratcliffe-on-Soar Local Development Order (LDO) area*" at "*Land adjoining Ratcliffe-on-Soar Power Station, Nottinghamshire*". The Request for EIA Scoping Opinion dated August 2023 indicates that the extraction rate would be accelerated to 600,000 tonnes for a period of 2 years to create the LDO build platforms, then reduce to 300,000 tonnes per year⁵. It also confirms an overall timescale for completion of extraction to be 4 years, with transportation of materials over a 6 year period⁶.

¹ TA Section 6.3.1.1

² TA Table 81

³ TA Table 83

⁴ TA Paragraph 5.1.1

⁵ Paragraph 2.3.3

⁶ Paragraph 2.3.5

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- 5.23 Paragraph 2.1.1 fourth bullet states: "HGV routeing in accordance with existing permissions and legal agreements".
- 5.24 Given the existing permissions referenced above and the output predicted, 600,000 tonnes per annum assuming an average 20 tonne payload per vehicle equates to 100 loads / 200 HGV movements per day based on 300 working days per annum, derived from the proposed full days Monday to Friday, half days on Saturday and Sunday, with no working on Public / Bank Holidays⁷.
- 5.25 When assessed in the context of the LDO traffic movements identified above, it is apparent that the extraction and distribution of gypsum prior to the LDO will not be significant in terms of the cumulative impact assessment, given the associated gypsum movements are significantly lower than the LDO scheme predicted flows.
- 5.26 The Council also requested planning applications 23/00674/PRES4 & 18/00056/POUT on Land Northern Parcel Between Clifton Wood and Clifton Phase 4 Development Yew Tree Lane Nottingham, for 265 dwellings with associated internal road layout, car parking, drainage and landscaping be taken into account. The former is a reserved matters application for the outline permission previously granted in December 2020. However, the site is an allocated site (Policy SR49) in the Nottingham City Local Plan Part 2. As a result, it will be included within the strategic traffic model upon which the applications for LDO and Fairham / Clifton SUE sites based.
- 5.27 Having considered the cumulative impact of the proposed quarry in the context of the committed strategic developments, it is concluded that its highway impact is negligible and in practical terms insignificant, as it falls well within the range of normal variations currently experienced on the wider road network, the variations that would arise at the committed strategic sites and the accuracy of predicted traffic modelling, given the scale of the strategic sites.

⁷ Paragraph 2.7.1

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6 SUMMARY

- 6.1 Land Logical Limited (the Applicant) is seeking planning permission for the extraction, processing, sale and distribution of sand and gravel, and subsequent restoration together with the necessary associated infrastructure and access improvements on land off Green Street, Mill Hill and land at Barton in Fabis off Chestnut Lane (the Site), which is allocated in the Nottinghamshire Local Minerals Plan.
- 6.2 The Site extends to approximately 85.15 hectares between Green Street (the former A453) and the River Trent within the administrative boundaries of Nottinghamshire County Council and Nottingham City Council.
- 6.3 An application for a slightly larger site was previously submitted and was found to have an acceptable impact on the highway network based on the predicted average of 57 HGV loads / 114 movements per day plus staff trips. However, the application was subsequently withdrawn, albeit not for highways reasons.
- 6.4 The site lies between Green Street (the former A453), from which it would be accessed, and the River Trent, to the west of Mill Hill Roundabout on the newly constructed A453 dual carriageway.
- 6.5 The proposed extraction area within the site extends to approximately 40.90 hectares within and is believed to contain approximately 2.55 million tonnes of sand and gravel, which would be extracted at a rate of approximately 280,000 saleable tonnes per annum following on-site processing of the excavated material.
- 6.6 The saleable sand and gravel would be distributed in HGVs via the existing site access, which would be improved as part of the development.
- 6.7 The proposed extraction area would be progressively restored using indigenous materials which would be stripped and stored on site. No importing of infill materials is proposed. The proposed restoration scheme includes a mix of potential end-uses, including agriculture and wildlife habitat.
- 6.8 The quarry development is proposed to be commence in 2024 with extraction beginning approximately 18 months later and continuing for 9 years, with a further year to sell residual stocks and an additional year for final restoration, resulting in an overall project life of 12.5 years.
- 6.9 It is recognised that demand for sand and gravel within Nottinghamshire is likely to increase significantly with the new housing allocations within the Rushcliffe area. The site is particularly well located to serve the approved and ongoing Fairham / Clifton Sustainable Urban Extension south of Clifton and the redevelopment of the Ratcliffe Power Station for which a Local Development Order has been granted.

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- 6.10 The Hurlstone Partnership Limited was instructed to review the proposed access to the quarry site and also consider the impact of the quarry traffic on the local highway network.
- 6.11 A review of the existing revised road network reveals Green Street is now lightly trafficked, carrying an average of around 1,1000 vehicles per day compared with the average daily flow of more than 26,500 vehicles per day in 2014, prior to the diversion of the larger traffic volume to the A453 dual carriageway to the east.
- 6.12 The realigned Green Street connects to Mill Hill Roundabout, which also serves the Nottingham Express Transit Phase 2 tram line (the NET 2 extension), which is currently under construction.
- 6.13 As part of the approved strategic developments, Mill Hill Roundabout is to be revised and traffic signal control installed.
- 6.14 As a result of the strategic developments in the area, traffic flows are predicted to increase significantly when compared with existing levels during their construction and operational phases.
- 6.15 During the construction phases of the committed developments, there will be a demand for sand and gravel supply for those sites. The proposed new Quarry off Green Street is ideally located to provide sand and gravel to the committed developments and also access to the strategic road network via Mill Hill Roundabout, which provides connectivity to the A453 linking to the A52 and M1 Motorway.
- 6.16 The Site access would be located approximately 180m southwest of Mill Hill Roundabout, through which all HGVs associated with the distribution of sand and gravel would pass.
- 6.17 The proposed site access will direct all movements to/from Mill Hill Roundabout to prevent HGVs travelling through Barton in Fabis.
- 6.18 Based on the proposed annual outputs from the site, an average of 51 loads / 102 HGV movements per day, which equates to 5 loads / 10 HGV movements per hour, would pass through the access and along the local road network. In addition, there would be trips associated with 16 staff employed at the site, but these would primarily occur off-peak due to the anticipated working hours of 07:00 – 18:00 Monday to Friday and 07:00 – 13:00 on Saturdays with no working on Sundays and Public Holidays.
- 6.19 Based on the annual average daily traffic flow, this equates to approximately 0.2% to 0.3% of the overall traffic flow and 2.4% to 2.9% of the observed HGV flow on the A453 in 2022, which is considered to be an insignificant volume and within what would be expected to occur as a result of normal day to day and seasonal variation. It also falls below the 10% threshold of accuracy accepted within traffic model predictions and that which could trigger an environmental impact on sensitive roads.

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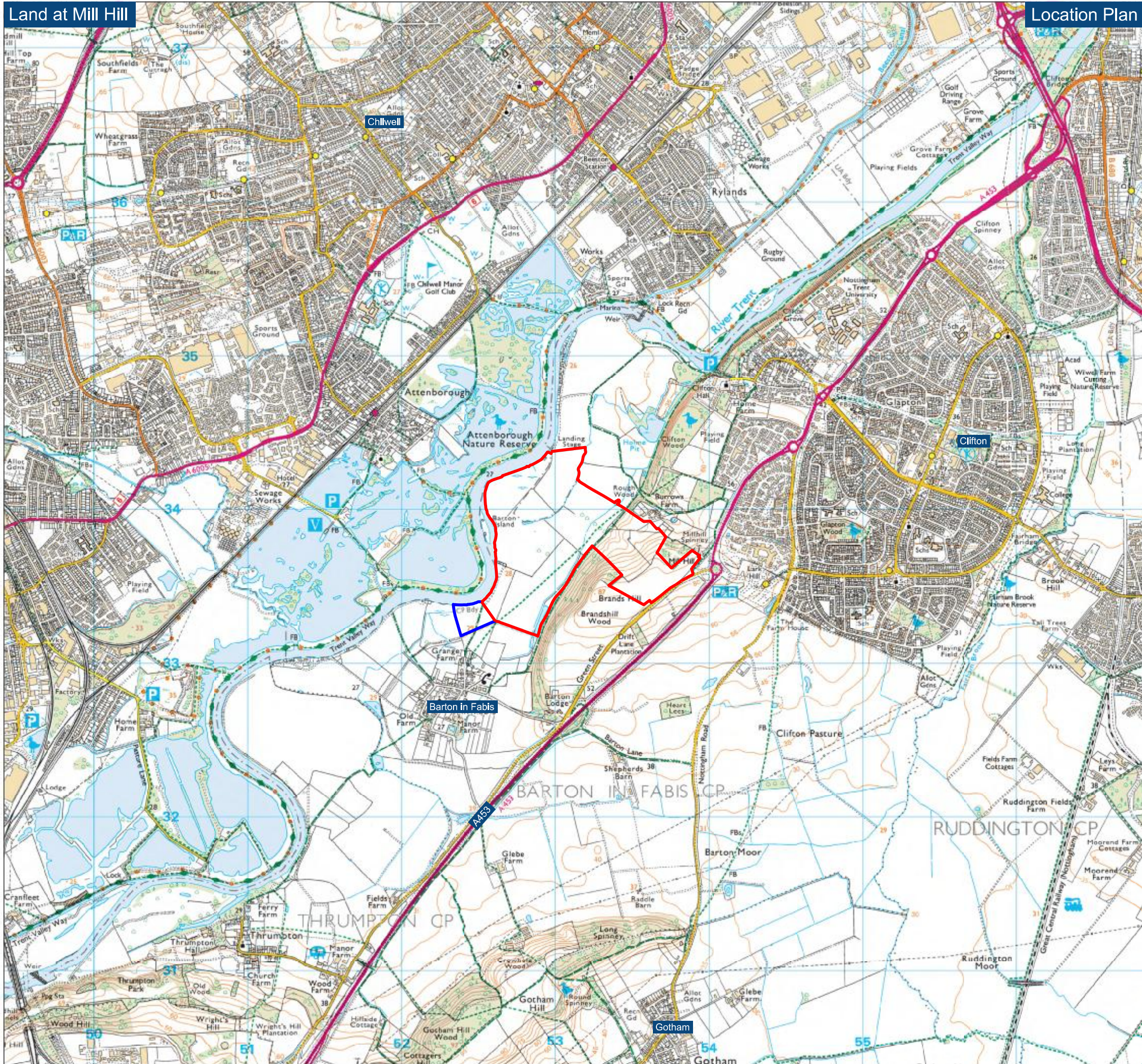
- 6.20 The Site's proximity to the major development schemes in the area offers significant potential savings in terms of haulage costs, based on the minimal travel distances between the respective sites. This proximity also provides other significant benefits, as should a load of sand and gravel for the Fairham / Clifton Sustainable Urban Extension be sourced from the proposed Quarry at Barton Fabis, the potential impact of the vehicle would be limited to approximately 200m along Green Street and its passage through the Mill Hill Roundabout. Should the same materials be sourced from further afield, the journey would be longer, resulting in increased consumption of finite fuel reserves, increased vehicle emissions and an increased area of the local highway network being affected as the vehicle passes along the various links and through additional junctions.
- 6.21 When assessed in terms of the fundamental basis of sustainable transport, i.e. reducing the need to travel, the proposed mineral site is considered to offer substantial potential benefits.
- 6.22 Having considered the foregoing, it is concluded that the proposed development represents sustainable development in terms of transport matters. It would be served by a safe means of access and would not result in a severe residual cumulative impact.
- 6.23 As a result, in accordance with the transport test identified in paragraph 115 of the National Planning Policy Framework, the proposed development should not be prevented or refused on highways grounds.

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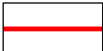

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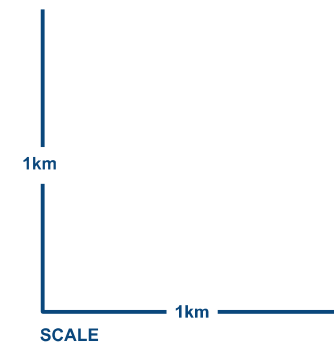
Land at Mill Hill

Location Plan



Legend

-  Planning Application Boundary
-  Other Land Under the Control of the Applicant



PROJECT
Land at Mill Hill

DRAWING TITLE
Location Plan

DATE
December 2023

SCALE
1:25,000 @ A3

DRAWING No.
KD.MHL.1.D.001

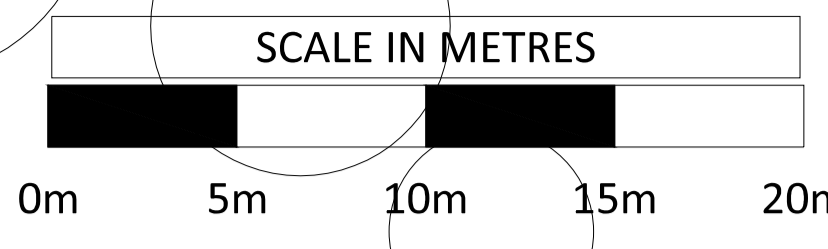
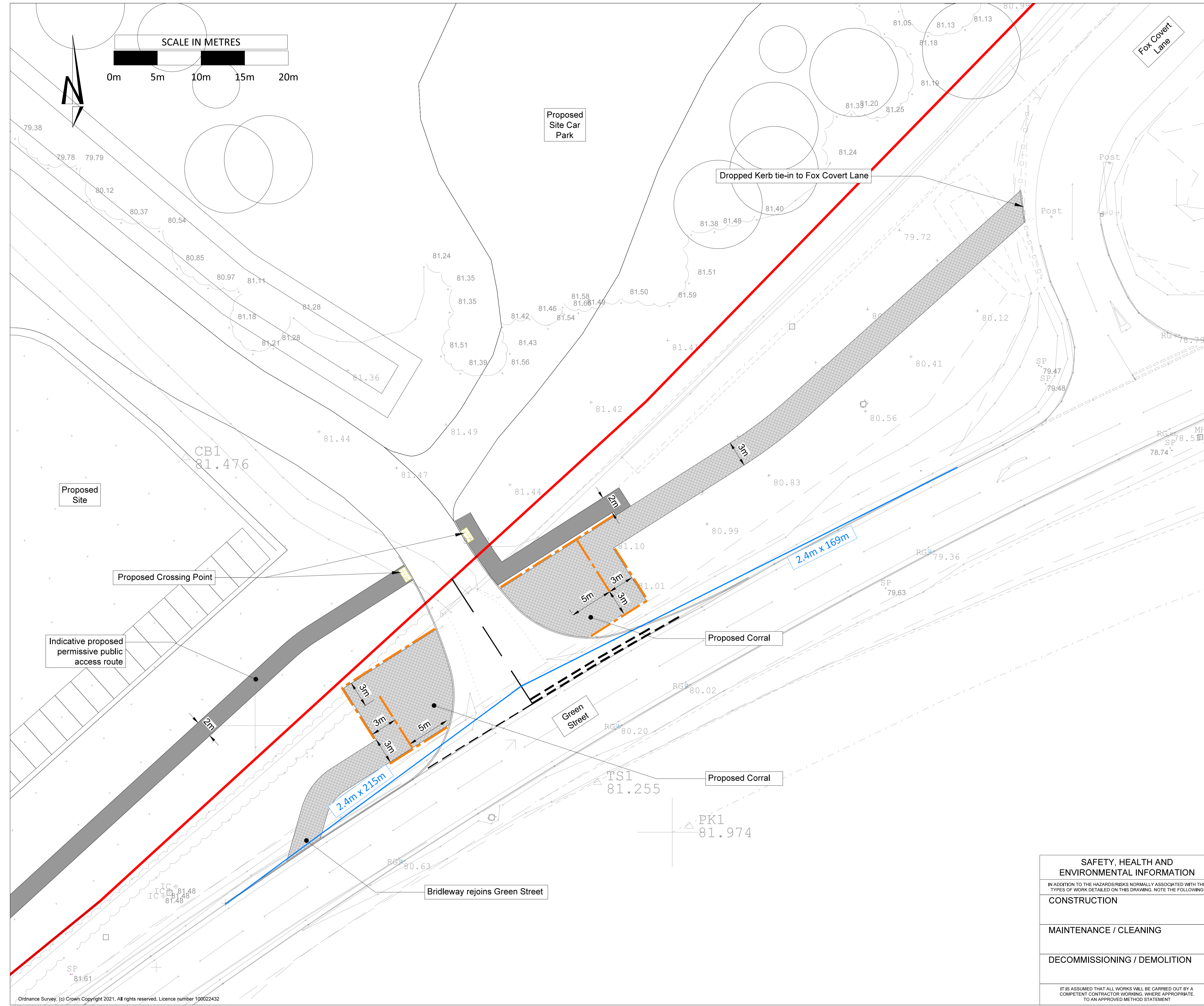
DRAWING STATUS
FINAL



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KEY PLAN

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- This drawing is to be read in conjunction with all relevant Hydrock drawings and specifications.

KEY

- Site Boundary
- Proposed 2m Footway
- Proposed Carriageway
- Proposed 3m Bridleway
- Proposed Site Area
- Proposed Fence
- Visibility Splay

REVISIONS

| REV | REVISION NOTES/COMMENTS | DATE | CHECKED BY | DATE | APPROVED BY | DATE |
|-----|---------------------------------------|----------|------------|----------|-------------|----------|
| P07 | REVISED IN LINE WITH CLIENTS COMMENTS | 15.11.23 | M.BOARDMAN | 15.11.23 | A.CLAY | 15.11.23 |
| P06 | INTERNAL ALIGNMENT UPDATED | 06.11.23 | M.BOARDMAN | 06.11.23 | A.CLAY | 06.11.23 |
| P05 | FOOTPATH ALIGNMENT UPDATED | 25.10.23 | M.BOARDMAN | 25.10.23 | A.CLAY | 25.10.23 |
| P04 | ALIGNMENT UPDATED | 11.10.23 | M.BOARDMAN | 11.10.23 | A.CLAY | 11.10.23 |
| P03 | ROAD MARKINGS UPDATED | 11.10.23 | M.BOARDMAN | 11.10.23 | A.CLAY | 11.10.23 |
| P02 | UPDATED TO PERPENDICULAR ALIGNMENT | 09.10.23 | M.BOARDMAN | 09.10.23 | A.CLAY | 09.10.23 |
| P01 | PRELIMINARY ISSUE | 05.10.23 | M.BOARDMAN | 05.10.23 | A.CLAY | 05.10.23 |

Hydrock Hydrock Consultants Ltd
St Bujore's Hall
239 Ashley Road
Hale, Cheshire
WALS 9NE
t: +44 (0) 161 233 0746
e: manchester@hydrock.com

CLIENT
PDE CONSULTING

PROJECT
MILL HILL BRIDLEWAY
NOTTINGHAM

TITLE
S278 APPLICATION
GENERAL ARRANGEMENT

HYDROCK PROJECT NO.
C-31673

SCALE @ A1
1:200

PURPOSE OF ISSUE
PRELIMINARY

DRAWING NO.
31673-HYD-ZZ-00-DR-C-0100

STATUS
S1

REVISION
P07

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

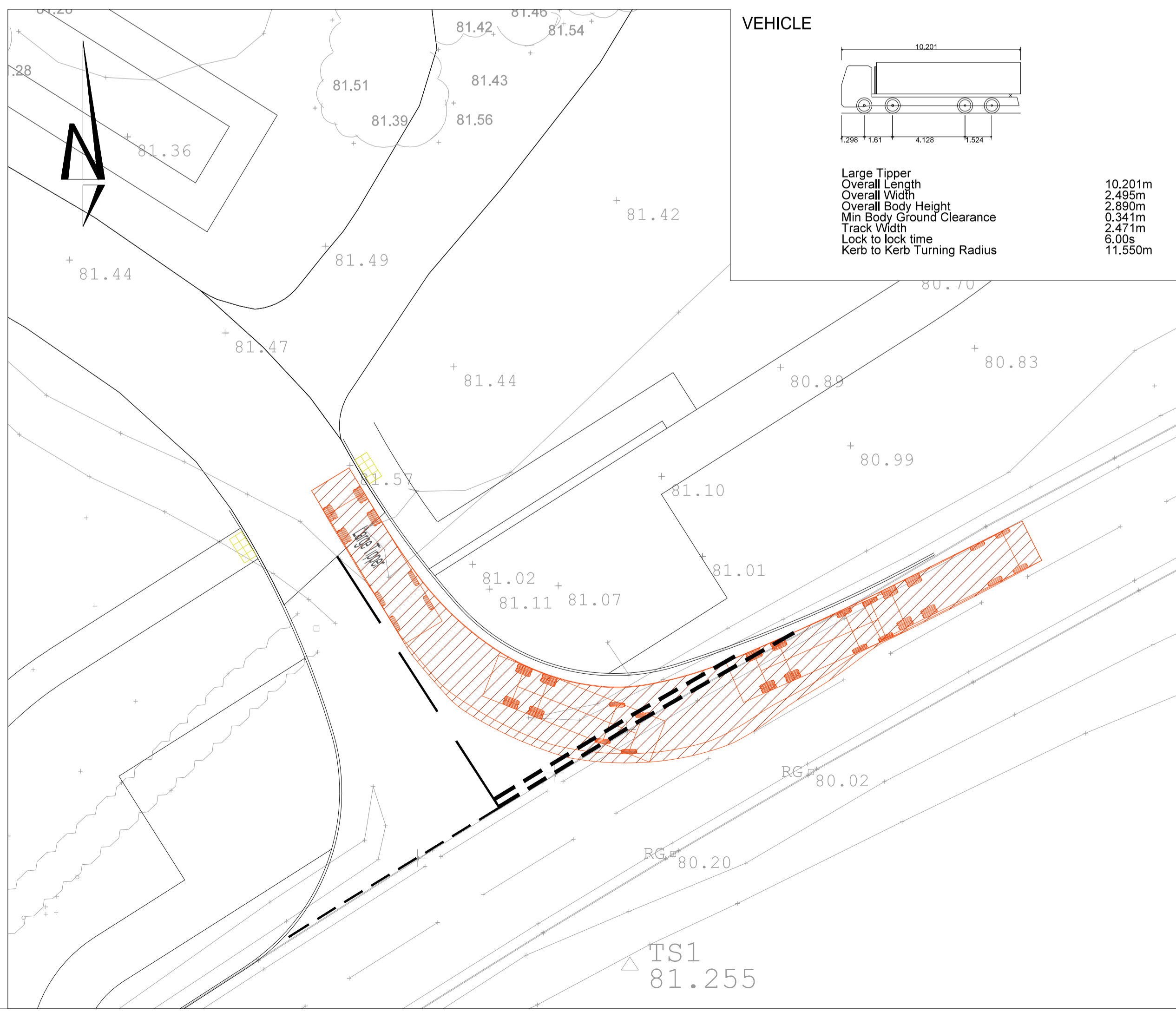
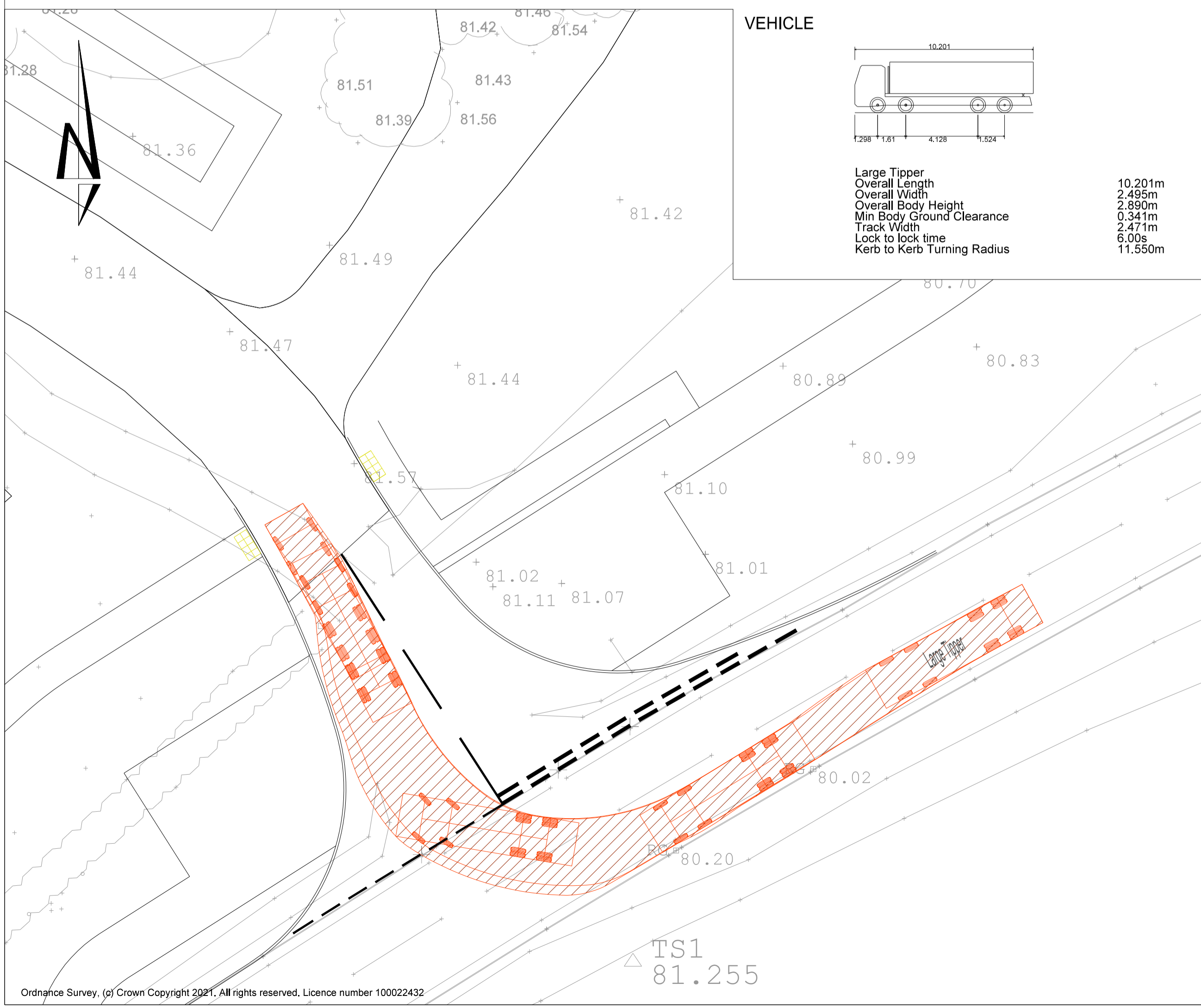
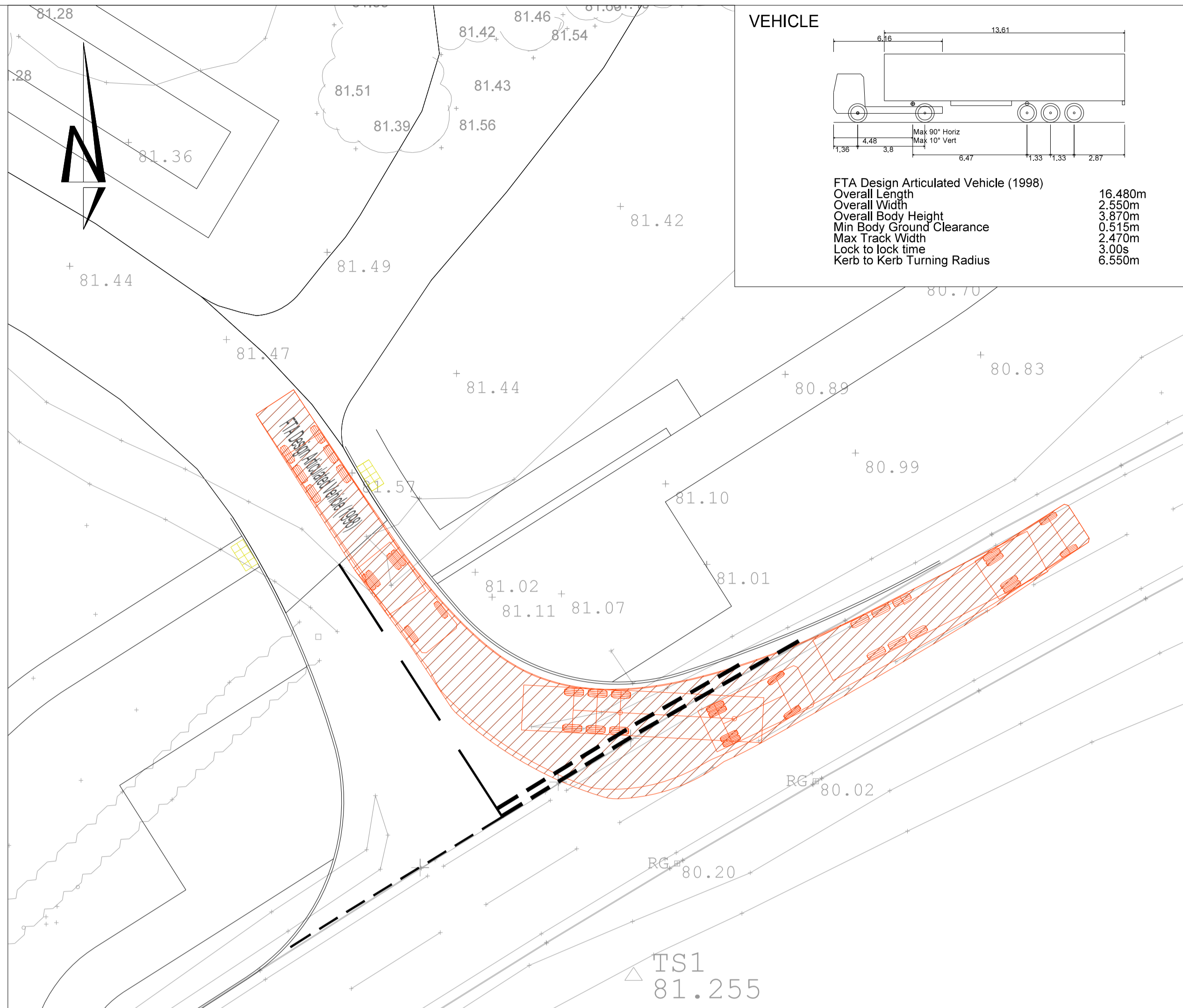
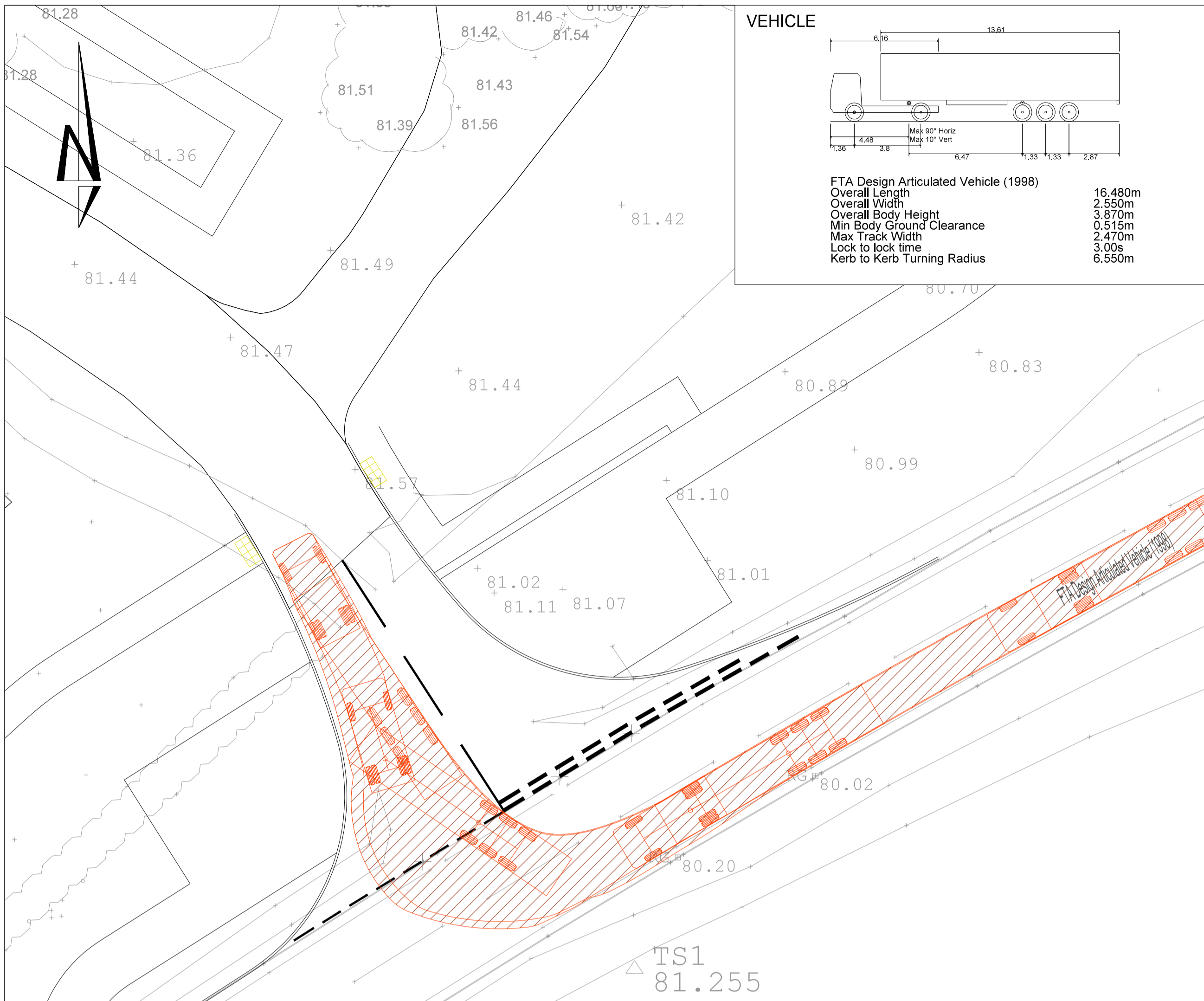
IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING

CONSTRUCTION

MAINTENANCE / CLEANING

DECOMMISSIONING / DEMOLITION

IT IS ASSUMED THAT ALL WORKS WILL BE CARRIED OUT BY A COMPETENT CONTRACTOR WORKING, WHERE APPROPRIATE, TO AN APPROVED METHOD STATEMENT



KEY PLAN

- NOTES
- All dimensions are to be checked on site before commencement of works. Work to figured dimensions only. Do not scale off this drawing. Any discrepancies are to be reported to Hydrock for clarification.
 - This drawing is to be read in conjunction with all relevant Hydrock drawings and specifications.

KEY

— Site Boundary

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING

CONSTRUCTION

MAINTENANCE / CLEANING

DECOMMISSIONING / DEMOLITION

IT IS ASSUMED THAT ALL WORKS WILL BE CARRIED OUT BY A COMPETENT CONTRACTOR WORKING, WHERE APPROPRIATE, TO AN APPROVED METHOD STATEMENT

REVISIONS

| NO | DESCRIPTION | DATE | BY | CHECKED BY | DATE |
|------------|------------------------------------|------------|----------|------------|----------|
| P05 | TRACKING UPDATED | | | | |
| T.FLANAGAN | 16.10.23 | M.BOARDMAN | 16.10.23 | A.CLAY | 16.10.23 |
| P04 | ALIGNMENT UPDATED | | | | |
| T.FLANAGAN | 11.10.23 | M.BOARDMAN | 11.10.23 | A.CLAY | 11.10.23 |
| P03 | ROAD MARKINGS UPDATED | | | | |
| T.FLANAGAN | 11.10.23 | M.BOARDMAN | 11.10.23 | A.CLAY | 11.10.23 |
| P02 | UPDATED TO PERPENDICULAR ALIGNMENT | | | | |
| T.FLANAGAN | 09.10.23 | M.BOARDMAN | 09.10.23 | A.CLAY | 09.10.23 |
| P01 | PRELIMINARY ISSUE | | | | |
| T.FLANAGAN | 05.10.23 | M.BOARDMAN | 05.10.23 | A.CLAY | 05.10.23 |

REV

| REVISION NOTES/COMMENTS | DATE | CHECKED BY | DATE | APPROVED BY | DATE |
|-------------------------|------|------------|------|-------------|------|
| DRAWN BY | | | | | |

Hydrock Hydrock Consultants Ltd
St Baldern's Hall
239 Ashley Road
Hale, Cheshire
WA15 9NE
t: +44 (0) 161 233 0746
e: manchester@hydrock.com

CLIENT
PDE CONSULTING

PROJECT
MILL HILL BRIDLEWAY
NOTTINGHAM

TITLE
S278 APPLICATION
VEHICLE TRACKING

| | |
|--|---------------------|
| HYDROCK PROJECT NO. C-31673 | SCALE @ A1 1:200 |
| PURPOSE OF ISSUE PRELIMINARY | STATUS S1 |
| DRAWING NO. 31673-HYD-Z0-00-DR-C-0110 | REVISION P05 |

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APPENDIX A

Traffic Survey Results Summaries

| 12516 BARTON IN FABIS | | | | | | | | | | |
|-----------------------|---|--------------------|---------------|---------------|--------------------------|----------------|------------|------------|----------------------|--------------------|
| JULY 2023 | | | | | | | | | | |
| Site | Location | Direction | Start Date | End Date | Posted Speed Limit (PSL) | Total Vehicles | 5 Day Ave. | 7 Day Ave. | Average 85%ile Speed | Average Mean Speed |
| Site No: 12516001 | Green St, Barton in Fabis (E of Fox Covert Ln) 52.89712, -1.19952 | Channel: Eastbound | Sat 01-Jul-23 | Fri 07-Jul-23 | NSL | 3783 | 565 | 540 | 41.5 | 34.2 |
| | | Channel: Westbound | Sat 01-Jul-23 | Fri 07-Jul-23 | | 3734 | 560 | 533 | 39.3 | 32.7 |

| 12516 | BARTON IN FABIS | | Site No: 12516001 | | | Location | | Green St, Barton in Fabis (E of Fox Covert Ln) | | |
|-----------------------|-----------------|-----------------|--------------------|-----------------|-----------------|-----------------|-----------------|--|-------------|--|
| | | | Channel: Eastbound | | | | | | | |
| TIME PERIOD | Sat 01/07/23 | Sun 02/07/23 | Mon 03/07/23 | Tue 04/07/23 | Wed 05/07/23 | Thu 06/07/23 | Fri 07/07/23 | 5-Day Av | 7-Day Av | |
| Week Begin: 01-Jul-23 | | | | | | | | | | |
| 00:00 | 4 | 5 | 2 | 1 | 2 | 2 | 3 | 2 | 3 | |
| 01:00 | 7 | 3 | 0 | 1 | 1 | 8 | 1 | 2 | 3 | |
| 02:00 | 1 | 1 | 2 | 1 | 0 | 0 | 1 | 1 | 1 | |
| 03:00 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | |
| 04:00 | 2 | 4 | 2 | 0 | 2 | 2 | 5 | 2 | 2 | |
| 05:00 | 1 | 1 | 2 | 2 | 5 | 4 | 9 | 4 | 3 | |
| 06:00 | 9 | 6 | 12 | 15 | 10 | 12 | 10 | 12 | 11 | |
| 07:00 | 25 | 9 | 29 | 30 | 32 | 44 | 30 | 33 | 28 | |
| 08:00 | 22 | 20 | 35 | 40 | 31 | 39 | 38 | 37 | 32 | |
| 09:00 | 36 | 25 | 36 | 34 | 54 | 55 | 29 | 42 | 38 | |
| 10:00 | 41 | 40 | 26 | 36 | 42 | 55 | 45 | 41 | 41 | |
| 11:00 | 42 | 46 | 29 | 43 | 60 | 57 | 41 | 46 | 45 | |
| 12:00 | 43 | 59 | 31 | 39 | 38 | 43 | 39 | 38 | 42 | |
| 13:00 | 39 | 32 | 35 | 37 | 50 | 51 | 34 | 41 | 40 | |
| 14:00 | 43 | 42 | 35 | 30 | 40 | 38 | 43 | 37 | 39 | |
| 15:00 | 35 | 23 | 25 | 34 | 48 | 45 | 29 | 36 | 34 | |
| 16:00 | 36 | 38 | 43 | 40 | 43 | 40 | 40 | 41 | 40 | |
| 17:00 | 31 | 21 | 35 | 33 | 32 | 28 | 27 | 31 | 30 | |
| 18:00 | 36 | 21 | 27 | 23 | 23 | 28 | 34 | 27 | 27 | |
| 19:00 | 29 | 14 | 22 | 26 | 24 | 19 | 31 | 24 | 24 | |
| 20:00 | 19 | 8 | 16 | 26 | 7 | 16 | 20 | 17 | 16 | |
| 21:00 | 15 | 6 | 12 | 73 | 11 | 16 | 23 | 27 | 22 | |
| 22:00 | 4 | 2 | 7 | 66 | 4 | 5 | 12 | 19 | 14 | |
| 23:00 | 4 | 4 | 4 | 6 | 1 | 6 | 4 | 4 | 4 | |
| 12H,7-19 | 429 | 376 | 386 | 419 | 493 | 523 | 429 | 450 | 436 | |
| 16H,6-22 | 501 | 410 | 448 | 559 | 545 | 586 | 513 | 530 | 509 | |
| 18H,6-24 | 509 | 416 | 459 | 631 | 550 | 597 | 529 | 553 | 527 | |
| 24H,0-24 | 528 | 430 | 468 | 636 | 560 | 613 | 548 | 565 | 540 | |

| 12516 | BARTON IN FABIS | | Site No: 12516001 | | | Location | | Green St, Barton in Fabis (E of Fox Covert Ln) | | |
|-----------------------|-----------------|-----------------|--------------------|-----------------|-----------------|-----------------|-----------------|--|-------------|--|
| | | | Channel: Westbound | | | | | | | |
| TIME PERIOD | Sat 01/07/23 | Sun 02/07/23 | Mon 03/07/23 | Tue 04/07/23 | Wed 05/07/23 | Thu 06/07/23 | Fri 07/07/23 | 5-Day Av | 7-Day Av | |
| Week Begin: 01-Jul-23 | | | | | | | | | | |
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| 01:00 | 4 | 1 | 0 | 0 | 1 | 5 | 2 | 2 | 2 | |
| 02:00 | 4 | 2 | 1 | 2 | 1 | 1 | 0 | 1 | 2 | |
| 03:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 04:00 | 1 | 1 | 1 | 2 | 4 | 2 | 2 | 2 | 2 | |
| 05:00 | 2 | 3 | 1 | 2 | 1 | 4 | 5 | 3 | 3 | |
| 06:00 | 8 | 6 | 15 | 14 | 15 | 18 | 16 | 16 | 13 | |
| 07:00 | 15 | 9 | 20 | 34 | 23 | 25 | 27 | 26 | 22 | |
| 08:00 | 25 | 28 | 26 | 30 | 37 | 42 | 28 | 33 | 31 | |
| 09:00 | 30 | 33 | 23 | 32 | 54 | 55 | 40 | 41 | 38 | |
| 10:00 | 31 | 46 | 27 | 32 | 47 | 61 | 43 | 42 | 41 | |
| 11:00 | 29 | 34 | 37 | 41 | 54 | 54 | 32 | 44 | 40 | |
| 12:00 | 58 | 39 | 32 | 44 | 47 | 58 | 39 | 44 | 45 | |
| 13:00 | 40 | 41 | 31 | 28 | 52 | 65 | 35 | 42 | 42 | |
| 14:00 | 48 | 33 | 21 | 27 | 46 | 50 | 43 | 37 | 38 | |
| 15:00 | 35 | 32 | 33 | 47 | 54 | 40 | 37 | 42 | 40 | |
| 16:00 | 46 | 26 | 36 | 45 | 41 | 43 | 47 | 42 | 41 | |
| 17:00 | 41 | 20 | 34 | 26 | 37 | 33 | 51 | 36 | 35 | |
| 18:00 | 27 | 20 | 36 | 42 | 27 | 36 | 40 | 36 | 33 | |
| 19:00 | 27 | 17 | 34 | 18 | 28 | 32 | 28 | 28 | 26 | |
| 20:00 | 15 | 9 | 14 | 16 | 12 | 20 | 22 | 17 | 15 | |
| 21:00 | 13 | 5 | 12 | 20 | 9 | 15 | 14 | 14 | 13 | |
| 22:00 | 7 | 4 | 12 | 2 | 6 | 9 | 9 | 8 | 7 | |
| 23:00 | 3 | 3 | 6 | 1 | 4 | 3 | 4 | 4 | 3 | |
| 12H,7-19 | 425 | 361 | 356 | 428 | 519 | 562 | 462 | 465 | 445 | |
| 16H,6-22 | 488 | 398 | 431 | 496 | 583 | 647 | 542 | 540 | 512 | |
| 18H,6-24 | 498 | 405 | 449 | 499 | 593 | 659 | 555 | 551 | 523 | |
| 24H,0-24 | 512 | 421 | 453 | 508 | 600 | 675 | 565 | 560 | 533 | |

| 12516 | BARTON IN FABIS | | Site No: 12516001 | Location | Green St, Barton in Fabis (E of Fox Covert Ln) | | | | | |
|------------------------------|-----------------|-----------------|-------------------|-----------------|--|-----------------|-----------------|-------------|-------------|--|
| Channel: Combined | | | | | | | | | | |
| TIME PERIOD | Sat 01/07/23 | Sun 02/07/23 | Mon 03/07/23 | Tue 04/07/23 | Wed 05/07/23 | Thu 06/07/23 | Fri 07/07/23 | 5-Day Av | 7-Day Av | |
| Week Begin: 01-Jul-23 | | | | | | | | | | |
| 00:00 | 6 | 14 | 3 | 4 | 2 | 6 | 4 | 4 | 6 | |
| 01:00 | 11 | 4 | 0 | 1 | 2 | 13 | 3 | 4 | 5 | |
| 02:00 | 5 | 3 | 3 | 3 | 1 | 1 | 1 | 2 | 3 | |
| 03:00 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | |
| 04:00 | 3 | 5 | 3 | 2 | 6 | 4 | 7 | 4 | 4 | |
| 05:00 | 3 | 4 | 3 | 4 | 6 | 8 | 14 | 7 | 6 | |
| 06:00 | 17 | 12 | 27 | 29 | 25 | 30 | 26 | 28 | 24 | |
| 07:00 | 40 | 18 | 49 | 64 | 55 | 69 | 57 | 59 | 50 | |
| 08:00 | 47 | 48 | 61 | 70 | 68 | 81 | 66 | 70 | 63 | |
| 09:00 | 66 | 58 | 59 | 66 | 108 | 110 | 69 | 83 | 76 | |
| 10:00 | 72 | 86 | 53 | 68 | 89 | 116 | 88 | 83 | 82 | |
| 11:00 | 71 | 80 | 66 | 84 | 114 | 111 | 73 | 90 | 85 | |
| 12:00 | 101 | 98 | 63 | 83 | 85 | 101 | 78 | 82 | 87 | |
| 13:00 | 79 | 73 | 66 | 65 | 102 | 116 | 69 | 83 | 82 | |
| 14:00 | 91 | 75 | 56 | 57 | 86 | 88 | 86 | 74 | 77 | |
| 15:00 | 70 | 55 | 58 | 81 | 102 | 85 | 66 | 78 | 74 | |
| 16:00 | 82 | 64 | 79 | 85 | 84 | 83 | 87 | 83 | 81 | |
| 17:00 | 72 | 41 | 69 | 59 | 69 | 61 | 78 | 67 | 65 | |
| 18:00 | 63 | 41 | 63 | 65 | 50 | 64 | 74 | 63 | 60 | |
| 19:00 | 56 | 31 | 56 | 44 | 52 | 51 | 59 | 52 | 50 | |
| 20:00 | 34 | 17 | 30 | 42 | 19 | 36 | 42 | 34 | 31 | |
| 21:00 | 28 | 11 | 24 | 93 | 20 | 31 | 37 | 41 | 35 | |
| 22:00 | 11 | 6 | 19 | 68 | 10 | 14 | 21 | 27 | 21 | |
| 23:00 | 7 | 7 | 10 | 7 | 5 | 9 | 8 | 8 | 7 | |
| 12H,7-19 | 854 | 737 | 742 | 847 | 1012 | 1085 | 891 | 915 | 881 | |
| 16H,6-22 | 989 | 808 | 879 | 1055 | 1128 | 1233 | 1055 | 1070 | 1021 | |
| 18H,6-24 | 1007 | 821 | 908 | 1130 | 1143 | 1256 | 1084 | 1104 | 1050 | |
| 24H,0-24 | 1040 | 851 | 921 | 1144 | 1160 | 1288 | 1113 | 1125 | 1073 | |

| 12516 | | BARTON IN FABIS | | Site No: 12516001 | | Location | | Green St, Barton in Fabis (E of Fox Covert Ln) | | | |
|--------------------------------|----------------|-----------------|---------------|--------------------|--------|----------|-------|--|-------|-----|-------|
| Sat 01-Jul-23 to Fri 07-Jul-23 | | | | Channel: Eastbound | | | | | | | |
| TIME PERIOD | TOTAL VEHICLES | MOTOR-CYCLES | MOTOR-CYCLES% | CARS | CARS % | LGV | LGV % | HGV | HGV % | BUS | BUS % |
| Daily Totals | | | | | | | | | | | |
| Sat 01-Jul-23 | 528 | 18 | 3.4 | 462 | 87.5 | 43 | 8.1 | 3 | 0.6 | 2 | 0.4 |
| Sun 02-Jul-23 | 430 | 14 | 3.3 | 383 | 89.1 | 29 | 6.7 | 2 | 0.5 | 2 | 0.5 |
| Mon 03-Jul-23 | 468 | 9 | 1.9 | 370 | 79.1 | 79 | 16.9 | 8 | 1.7 | 2 | 0.4 |
| Tue 04-Jul-23 | 636 | 22 | 3.5 | 513 | 80.7 | 84 | 13.2 | 12 | 1.9 | 5 | 0.8 |
| Wed 05-Jul-23 | 560 | 9 | 1.6 | 429 | 76.6 | 69 | 12.3 | 52 | 9.3 | 1 | 0.2 |
| Thu 06-Jul-23 | 613 | 15 | 2.5 | 454 | 74.1 | 87 | 14.2 | 55 | 9.0 | 2 | 0.3 |
| Fri 07-Jul-23 | 548 | 21 | 3.8 | 441 | 80.5 | 78 | 14.2 | 8 | 1.5 | 0 | 0.0 |
| Total Vehicles | | | | | | | | | | | |
| [--] | 3783 | 108 | 2.8 | 3052 | 81.1 | 469 | 12.2 | 140 | 3.5 | 14 | 0.4 |

| 12516 | | BARTON IN FABIS | | Site No: 12516001 | | Location | | Green St, Barton in Fabis (E of Fox Covert Ln) | | | |
|--------------------------------|----------------|-----------------|---------------|--------------------|--------|----------|-------|--|-------|-----|-------|
| Sat 01-Jul-23 to Fri 07-Jul-23 | | | | Channel: Westbound | | | | | | | |
| TIME PERIOD | TOTAL VEHICLES | MOTOR-CYCLES | MOTOR-CYCLES% | CARS | CARS % | LGV | LGV % | HGV | HGV % | BUS | BUS % |
| Daily Totals | | | | | | | | | | | |
| Sat 01-Jul-23 | 512 | 14 | 2.7 | 443 | 86.5 | 48 | 9.4 | 3 | 0.6 | 4 | 0.8 |
| Sun 02-Jul-23 | 421 | 16 | 3.8 | 376 | 89.3 | 26 | 6.2 | 2 | 0.5 | 1 | 0.2 |
| Mon 03-Jul-23 | 453 | 9 | 2.0 | 361 | 79.7 | 74 | 16.3 | 8 | 1.8 | 1 | 0.2 |
| Tue 04-Jul-23 | 508 | 12 | 2.4 | 401 | 78.9 | 76 | 15.0 | 18 | 3.5 | 1 | 0.2 |
| Wed 05-Jul-23 | 600 | 10 | 1.7 | 472 | 78.7 | 80 | 13.3 | 37 | 6.2 | 1 | 0.2 |
| Thu 06-Jul-23 | 675 | 22 | 3.3 | 527 | 78.1 | 90 | 13.3 | 35 | 5.2 | 1 | 0.2 |
| Fri 07-Jul-23 | 565 | 19 | 3.4 | 459 | 81.2 | 78 | 13.8 | 9 | 1.6 | 0 | 0.0 |
| Total Vehicles | | | | | | | | | | | |
| [--] | 3734 | 102 | 2.7 | 3039 | 81.8 | 472 | 12.5 | 112 | 2.8 | 9 | 0.3 |

