

Mr Nick Morley
Gedling Borough Council
Civic Centre
Arnot Hill Park
Arnold
Nottingham
NG5 6LU

18th February 2014

Dear Mr Morley

Formal Observations of Linby & Papplewick Parish Councils – Objection

Application Ref: 2013/1406

Application by The Co-operative Group

Outline Application for demolition of three properties on Papplewick Lane to provide access for a residential development, education provision, public open space and attenuation ponds with Access defined and all other matters reserved

Further to our letter dated 13th January 2014, the Parish Councils have identified further irregularities with the information submitted in support of the planning application, that we would like to draw to your attention.

Transport Assessment – October 2013

I will reference our observations from the initial Transport Assessment, however, I have read the revised Residential Travel Plan Framework, dated February 2014 and our observations below are related to that document as well.

Accessibility on Foot

1. On page 13, point 5.2.9 it states “*As can be seen, the 800 meter catchment includes the residential area located west from the site which starts approximately 100 meters from the centre of the site. This catchment also includes the Holy Cross R C Primary School and Lean Mills Primary School, which are both located approximately 750 meters from the site.*” The applicant does not state if this reflects the actual situation or if it is as the crow flies. If it is the latter then this seems to be not reflecting normal life.

2. Table 5.1 below I have highlighted in red our observations:

Local Amenity	Meters	Meters
Local shop on Hayden Lane	380	483
Holy Cross R C Primary School	400	965
Lean Mills Primary School	450	1126
Hucknall Leisure Centre	700	1287
Hucknall Railway Station	780	965
Hucknall Town Centre	1400	1770

3. On referencing plan 3, it also shows that the 2 primary schools above fall out of the 800 meter catchment area.

4. On page 13, point 5.2.11 it states *“Included within the 2,000 meter catchment are number of schools and colleges, such as Hucknall National Primary School, Beardall Street Primary and Nursery School, Linby Cum Papplewick Church of England Primary School and Nottingham Hucknall College.”* The applicant does not state if this reflects the actual situation or if it is as the crow flies. If it is the latter then this seems to be not reflecting normal life.

5. On further observation Hucknall National Primary School is actually 2414 meters and Linby Cum Papplewick Church of England Primary School is 2896 meters from the site.

Access by Bus

6. On page 15 table 5.2, bus 228 does not go to QMC and Beeston. It terminates at Bulwell. I have attached the bus timetable for your information. I have also attached timetable 141 to reflect the inaccuracies I have highlighted in point 7 (below).

7. On page 16, table 5.3 shows incorrect durations. I have highlighted in red our observations.

Destination	Duration	Actual Duration
Queens Medical Centre	19 minutes	228 does not go to QMC
Mansfield	18 minutes	51 minutes on the 141
Nottingham	25 minutes	33 minutes on the 141
Ravenshead	26 minutes	21 minutes on the 141

8. On page 15, point 5.4.5 and point 5.4.6 need to be addressed to reflect our observations above.

9. On page 17, point 5.6.1 the summary would need to be reviewed and reflect actual data.

10. The MVA Development Assessment Final Report Appendix 1, section 5.5 states *“that despite 2 regular bus services that pass the site the use of public transport is predicted to be low”*. This seems to be entirely at odds with what Croft Transport Solutions state in their report.

Highways Issues Technical Note dated February 2014

11. On page 3, point 2.1.1 with regards to the acceptability of the emergency access it states *“where there are valid reasons why this cannot be achieved and where the development proposal is otherwise acceptable to us, we may be prepared to consider an emergency access as long as:*

- *highway safety is not compromised and the access is not likely be a source of crime or anti-social behaviour problems;*
- *the applicant have fully consulted the emergency services and the proposals are acceptable to them (consultations with the police should include both traffic management and the Police Architectural Liaison Officer);*

I have spoken to the ALO, Kevin Brown, and he confirmed that the applicant has not spoken to him with regards to this application.

12. On page 9, we feel that points 3.4.1, 3.5.1 and 3.5.2 still have not being fully addressed and we agree with point 5.1.3 *“There is no consideration of the cumulative impact of this proposal with other proposed development by Gedling Borough Council at Top Wighay Farm, Bestwood village and a possible further 300 dwellings on land adjoining the North of Papplewick Lane site. In which case it would seem to be premature and unwise to grant consent for this application in isolation without knowing what the combined transport infrastructure package required to support the totality of development in and around Hucknall.”*

Education Impact Assessment Report v3-1, dated 20th November 13

13. On page 5, it states for Secondary schools *“the position in the schools within three miles of the proposed development site is as follows:”* I have highlighted our discrepancies in red, which highlight that there are only 2 secondary schools that fall within the 3 mile catchment area.

Secondary School	Postcode	Distance from Site (m/s)	Distance from the site (m/s)
Big Wood School	NG5 9PJ	2.8	4.3

The Bulwell Academy	NG6 8HG	2.8	3.8
The Holgate Comprehensive School	NG15 6PX	2.4	
The National C of E Academy	NG15 7DB	1.6	
Top Valley School and Engineering College	NG5 9AZ	2.9	4.1

We trust you will take the above additional comments into account and we would reiterate our earlier request to be kept abreast of the proposals.

Yours sincerely

Mrs Denise Ireland
For and on behalf of Linby and Papplewick Parish Councils