

**Minutes of meeting at 10:30 on the 24th September 2020 re Top Wighay Farm
(2020/0050)**

Attendees

Mike Avery (MA) – Gedling Borough Council (GBC) and Chair

Nigel Bryan (NB) – (GBC)

Daniel Sullivan (DS) – Notts CC Highways

Steve Lewis Roberts (SLR) – Agent

Paul Wilson (PW) – BWB on behalf of agent

Stephanie Roberts (SR) and Nigel Penlington (NP) – Papplewick PC

Denise Ireland (DI), Charlotte Harrison (CH), Liz Gretton (LG), Chris Bancroft (CB)
(Bancroft Consulting) Hannah Barter (HB) – Linby Parish Council

Apologies

Steve Keating – Notts CC applicant

Sally Gill – Notts CC Highways

Topics discussed

1.1	NB - Application update and summary by the case officer who advised application submitted in January 2020. The site is allocated for development in the Local Plan. Viability Assessment recently submitted and is available online. Applicant position is that the development is only viable with 10% affordable housing (20% is policy compliant). GBC are undertaking an independent review of the appraisal. December 2020/January 2021 is the likely date for Committee consideration.	
1.2	Highways – Paul Wilson (BWB) provided a summary of the approach to the transport assessment: <ul style="list-style-type: none">• Planning History of the site goes back to 2001.• Details of the site access were considered 2008• AECOM Transport Assessment 2016 – formally agreed by NCC• In relation to this application, the scope for the TA was	

	<p>agreed with Dan Sullivan and David Pick at NCC</p> <ul style="list-style-type: none"> • Policies in the Linby Neighbourhood Plan and the transport section in the NP have been considered as part of TA • Methodology is set out in Section 6 of the TA – note the redistribution of traffic • Section 7 – refers to the traffic flows through Linby including redistribution and reiterates the same conclusions as the Linby NP 	
1.3	<p>Linby PC – Chris Bancroft</p> <p>Notes that TA is complex and that information is not readily available. Para 108 of the NPPF is relevant and the Parish Council has the following concerns:</p> <ol style="list-style-type: none"> 1) Sustainability – poor bus access and pedestrian connectivity. Frequency of 30 minutes for bus service is questioned. A more comprehensive public transport strategy is required. 2) Site access – noted that planning permission has been granted. However the build out rate is ambitious and increased growth may result in a junction that does not work. Road safety audit needs to be clarified. 3) Concerns that cumulative highway impact will be severe. Noted that Table 4.2 referenced by PW in his presentation has not previously been seen. CB suggested that consideration should be given to extending the study area. 	
1.4	<p>CB stated that the Parish Council has the right to understand the flows. Additional traffic will have environmental impacts. In summary, the application does not provide evidence that the criteria in Para 108 of the NPPF have been addressed.</p>	
1.5	<p>Linby PC - Hannah Barter</p> <p>The Parish Council accepts that development on this site is likely to come forward. However previous modelling, and the evidence in the recent Nottingham Strategic Growth Plan shows that the local highway network is at capacity. Further detailed analysis of the highway impact is required to future proof the development.</p>	
1.6	<p>Response by Paul Wilson:</p> <ul style="list-style-type: none"> • Saturn modelling does indeed underpin the TA • Robust assessment of the capacity of the site access junctions have been undertaken, based on a manual 	

	<p>assessment, which does not account for any rerouting of background traffic</p> <ul style="list-style-type: none"> • Sustainability Measures are proposed: <ul style="list-style-type: none"> – £750,000 contribution towards the provision of bus service into the site using the access loop shown on the masterplan – Temporary bus stops potentially in the meantime – Improved pedestrian and cycle connectivity – New pedestrian crossing on Wighay Road. 	
1.7	<p>Daniel Sullivan – NCC (Highways)</p> <ul style="list-style-type: none"> • Confirmed that the scope of TA and the methodology is agreed with NCC using the model. David Pick is satisfied with the outputs and the re-routing flows • Pedestrian/Cycle links –details will need to be agreed, but confirmed that NCC will require an improvement scheme • Transport Strategy is currently being considered by the Public Transport team • Travel Plan (Rev P4) – has been recommended for approval 	
1.8	<p>Chris Bancroft – stated that the information needs to be simplified and made more accessible. CB suggested that the applicant should provide a Technical Note summarising the highway position.</p>	
1.9	<p>Denise Ireland (Linby Parish Council)</p> <p>Expressed concerns that NCC could have a conflict of interest being the applicant and the highway authority. The objective of the PC is to move forward in a positive way. Noted that the proposed road calming 'plateau' on Wighay Road is not supported.</p>	
1.10	<p>Dan Sullivan confirmed that the improvement scheme had been amended and the raised plateau is no longer proposed. A scheme to deliver anti-skid surfacing and visual approaches to the junction had been agreed and will be funded by Bellway Homes and delivered by Via.</p>	
1.11	<p>Stephanie Roberts (Papplewick Parish Council) expressed concerns about increased traffic flows moving east towards the A60 and through the villages of Linby and Papplewick. Noted that residential development is proposed in Bestwood and expressed concerns about the cumulative highway impact. SR is relieved that raised</p>	

	table will not be pursued, and noted that a pedestrian crossing facility is the priority. Suggested that a Park and Ride facility on the application site would be supported.	
1.12	Nigel Penlington (Papplewick Parish Council) – reiterated the concerns raised on highway matters. It is important to understand what is happening between peak flows, to reflect changes in driver behaviour to avoid peak times.	
1.13	Paul Wilson set out that the modelling work concluded that a Park and Ride at Top Wighay Farm would not provide significant benefits, hence why this was not being progressed with, but confirmed that the proposals safeguard a potential tram extension. Highway evidence indicates that trips will be primarily focussed at peak times.	
1.14	Mike Avery confirmed that S106 contributions for public transport improvements will be required at trigger points as the development progresses.	
1.15	Dan Sullivan confirmed that the S106 obligations will be informed by Public Transport team and linked to build-out rates. It was also confirmed that funding to deliver a Park and Ride facility at Leapool Roundabout had been agreed	DS
1.16	Stephanie Roberts noted that a Park and Ride side at Leapool roundabout will further increase traffic in Linby and Papplewick.	
1.17	Mike Avery confirmed that GBC will ensure that the concerns raised by the Parish Councils are addressed in the Committee Report to be considered by members of the Planning Committee when the application is determined.	MA
1.18	Steve Lewis-Roberts confirmed that the applicant will provide a Technical Note summarising the highway position. The applicant will seek to issue the note by 9 October.	PW/SLR
1.19	Mike Avery stated that the Technical Note will be published on the website to allow comments to be made by stakeholders and interested persons.	NB
1.20	Mike Avery thanked everyone for their contributions and closed the meeting.	