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0606-10/JH/04
13 June 2011

Transport Planning Associates

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Dear Graham

Tesco Stores Limited
Proposed Retail Development, Station Road, Sandiacre

Further to our meeting of 9th June 2011, I write to outline our position with regard to the above planning application and in particular with regard to the package of highway works proposed at the Station Road / Longmoor Lane / Town Street / Derby Road junction, the potential modifications at the Station Road / Mark Street junction and outline proposals for a financial contribution towards securing future public transport provision in relation to the proposed development and surrounding areas.

Proposed Highway Works at Station Road / Longmoor Lane / Town Street / Derby Road Junction

The proposed junction improvements seek to provide an additional lane at the Station Road approach together with minor widening at the Town Street approach as a result of a modified kerb line on the northern side of Station Road. In addition, road markings are proposed within the centre of the junction to assist give-way right turn movements at the Station Road and Derby Road approaches. In order to accommodate the swept path of large articulated vehicles turning left at the modified Station Road approach, the stop line at the Longmoor Lane approach has been set-back approximately 13m. It should be noted that this re-located stopline offers the potential to provide controlled pedestrian crossing facilities across Longmoor Lane, which could be explored during the detailed design stage.

The proposed package of highway works was revised following the previous meeting between representatives of Derbyshire County Council and TPA on 9th March 2011. The revisions ensure that the layout reflects the latest modifications at the left turn give-way from Derby Road into Town Street, and that the swept path requirements of large articulated vehicles could be accommodated at both this manoeuvre and the left turn from Station Road into Longmoor Lane. Following receipt of the topographical survey commissioned by Derbyshire County Council, this drawing was updated and I enclose a copy of the latest layout drawing, TPA drawing ref. 0606-10 PL26 Rev. D.

Drawings previously submitted to Derbyshire County Council within TPA Technical Note's 15 and 16 (TPA Report Ref's. 0606-10/TN/15 and 0606-10/TN/16) demonstrate that these improvements result in a carriageway width on Station Road of 9.25m, together with footway widths of 1.2m on both the northern and southern sides of Station Road. A trief kerb and retaining structure with a total width of 0.58m are also provided adjacent to the southern footway.

As discussed, it is considered to be agreed by all parties that this package of works represents the maximum extent of improvements possible within the current adopted highway and provide a demonstrable improvement in the performance of the Station Road approach. Whilst it is clear that there is some debate as to whether the proposed junction improvements, together with modified traffic flows as a result of the proposed development, result in the remaining approaches to the junction operating no worse off than if no development were to take place, it is considered that the resulting performance of each approach, and the junction as a whole, is not demonstrably worse as a result of the addition of development attracted traffic.

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Potential Modifications at Station Road / Mark Street Junction

The Transport Assessment originally submitted in support of the planning application for the proposed development (TPA Report Ref. 0606-10/TA/02) sought to provide an improved layout at the Station Road / Mark Street junction through provision of a ghost island right turning lane, together with improved kerb radii on both sides of Mark Street. Provision of this ghost island turning lane requires the removal of an area of on-street parking adjacent to the junction and therefore in order to determine the potential impact of the loss of this parking, occupancy surveys were commissioned and presented within the Transport Assessment.

These occupancy surveys indicate that on-street parking in the vicinity of the site, and in particular within the bay opposite Mark Street are such that the loss of these spaces is not considered to result in a significant detrimental impact on parking in Sandiacre, particularly with the additional parking provided by the proposed development.

As discussed within our recent meeting, it is recognised that removal of this on-street parking bay would require amendments to the existing Traffic Regulation Order (TRO) regulating on-street parking in this location. It has previously been presented within TPA Technical Note 11 (TPA Report Ref. 0606-10/TN/11) that PICADY analysis of the existing Station Road / Mark Street junction arrangement indicates that this junction would continue to operate within capacity following the addition of development attracted traffic, however in order to ensure that vehicles turning right into Mark Street do not impede the flow of vehicles travelling eastbound on Station Road, it was proposed to provide this ghost island turning lane. The proposed junction modifications are therefore not required in order to facilitate the proposed development, however are considered to assist in improving the operation of the local highway network and further minimise any impact associated with the development.

In light of the predicted operation of the existing junction arrangement, together with the potential difficulties in securing approval to amend the existing TRO, and therefore remove the required on-street parking area, it is considered that the existing junction arrangement could satisfactorily remain in place, and that the proposed improvements are not required in order to facilitate the proposed development. However in order to seek to improve the operation of this junction following the addition of development attracted traffic, the potential to amend this TRO in order to provide the ghost island turning lane could be explored during the detailed design stage.

Improvements to Maximise the Potential for Non-Car Travel

Following our recent meeting we have discussed existing and future public transport provision in the vicinity of the site with your colleague within the Public Transport Unit, Anthony Crampton. It is our understanding that the main corridors in the local area are currently considered to be well served by a number of frequent bus services. However, bus service provision within and surrounding Sandiacre has recently been the subject of a comprehensive review, and a number of modifications to the existing service provision are proposed and / or are currently being considered in conjunction with local bus operators. As a result, it is currently unclear as to areas where there may, in future, be any potential deficiency in the level of bus service provision which could require financial assistance.

As a result, it is proposed to provide a financial contribution of £300,000 (three hundred thousand pounds), which would be made available to Derbyshire County Council for a period of 5 years to be targeted towards securing future public transport provision for journeys to and from the proposed development and surrounding areas.

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This contribution will allow the monies to be targeted towards improving public transport services between Sandiacre and surrounding residential areas as required by Derbyshire County Council following forthcoming changes to the existing service provision in order to maximise the potential for access to the proposed development, and surrounding district centre, via non-car modes of travel. This will further assist in reducing the number of vehicular trips attracted to the proposed development, and therefore further reduce the impact on the local highway network.

In addition, Tesco are also committed to implementing a Travel Plan at the store in order to promote the use sustainable modes of travel to and from the site in preference to single occupancy car journeys for both staff and customers. The primary objective of the Travel Plan will be to achieve modal shift for employee journeys to work via implementation of number of measures and the setting of appropriate targets. The Travel Plan will therefore further contribute towards reducing the impact of the proposed development on the local highway network.

Conclusions

It is considered that the significant package of measures outlined within this letter, which consists of the proposed highway works at the Station Road / Longmoor Lane / Town Street / Derby Road Junction, a contribution of £300,000 towards public securing future public transport provision, and the implementation of a Travel Plan at the proposed foodstore, represent a considerable investment in the local transport provision and will ensure that the proposed development does not result in a demonstrable deterioration in the performance of the local highway network. It is therefore considered that the proposed development could be granted planning approval subject to appropriate conditions and obligations in order to ensure the delivery of the above measures.

The proposed improvements at the Station Road / Mark Street Junction could also be delivered, subject to successful amendment of the TRO regulating on-street parking, in order to further improve the performance of the local highway network, although it has previously been demonstrated that these improvements are not required in order to facilitate the proposed development.

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I trust that this letter sets out our position with respect to the proposed development and therefore allows you to finalise the highways and transportation consultation response to the planning application on behalf of Derbyshire County Council in order for the application to proceed to planning committee on the 25th July as agreed within our recent meeting.

Please do not hesitate to contact me should you wish to discuss any issues further or require additional information. I look forward to receiving a copy of your consultation response to the application in due course.

Yours sincerely

John Hopkins
Director

Enc. TPA Drawing Ref. 0606-10 PL26 Rev. D.

cc Steve Mott- Erewash Borough Council
Mark Aylward- DPP

Bristol
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26 May 2011

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Mr Graham Fairs
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Dear Graham

Tesco Stores Limited
Proposed Retail Development, Station Road, Sandiacre

Further to recent correspondence regarding the above planning application, it is agreed that the application proposes relatively modest physical improvements to the existing Station Road / Longmoor Lane / Derby Road / Town Street junction. It is our considered view that these works will adequately mitigate the impact of development attracted traffic.

We recognise that Derbyshire County Council have continued concerns regarding the impact of the proposed development, to a large extent because this is already a heavily congested junction during peak periods. It must be recognised that the proposed works represent what can reasonably be provided within the highway boundary, and that more substantive works will inevitably require recourse to acquisition of significant third party land and works which would change the character of the area.

National planning policy as outlined within *Planning Policy Statement 1: Delivering Sustainable Development*, *Planning Policy Statement 4: Planning for Sustainable Economic Growth*, and *Planning Policy Guidance Note 13: Transport* states that Local Planning Authorities should seek to provide improved access for all to a range of required facilities / services, including retail, and reduce the need to travel where possible, particularly by private car. This can be achieved by locating developments within existing local centres in order to maximise the potential for linked trips and for journeys to be undertaken by more sustainable modes of travel than the private car. It is therefore considered that the proposed development site is ideally located to fulfil this requirement of national planning policy as it is located within the existing Sandiacre district centre within close proximity to existing retail premises including the adjacent Lidl foodstore.

A foodstore in this location would also further assist in reducing the need to travel by providing a food shopping facility for the local population, removing the need for existing food shopping trips to foodstores further afield such as those at Long Eaton, Toton and Ilkeston. An additional foodstore within Sandiacre, serving the needs of the local population, would assist in reducing the length of journeys undertaken in connection with food shopping and allow these journeys of reduced length to be undertaken by more sustainable modes of travel. I understand that Erewash have now issued their Planning Policy representation which confirms that there is a legitimate planning case for a new foodstore to serve Sandiacre, and importantly concludes that the proposal is acceptable in planning policy terms.

Planning policy, supported by the *Guidance on Transport Assessment*, also indicates that in order to further reduce the reliance on the private car, consideration should be given to encouraging environmental sustainability before managing the existing network and mitigating any residual impacts. The *Guidance on Transport Assessment* outlines various ways in which environmental sustainability can be encouraged:

- **Reducing the need to travel, especially by car**- reducing the need for travel, reducing the length of trips, and promoting multi-purpose or linked trips by promoting more sustainable patterns of development and more sustainable communities that reduce the physical separation of key land uses.
- **Tackling the environmental impact of travel**- by improving sustainable transport choices, and by making it safer and easier for people to access jobs, shopping, leisure facilities and services by public transport, walking and cycling.
- **The accessibility of the location**- the extent to which a site is, or is capable of becoming, accessible by non car modes, particularly for large development that involve major generators of travel demand.
- **Other measures which may assist in influencing travel behaviour (ITB)**- achieving reductions in car usage (particularly single occupancy vehicles), by measures such as car sharing/pooling, High Occupancy Vehicle (HOV) lanes and parking control.

As outlined above, it is considered that the development is ideally located to assist in reducing the need to travel as it is within an existing local centre and will therefore assist in reducing the length of vehicle trips undertaken in connection with food shopping.

In terms of tackling the environmental impact of travel, improving the accessibility of the location and other measures which may assist in influencing travel behaviour, very little of the focus of discussions between TPA (on behalf of Tesco) and Derbyshire County Council to date has been on the potential to investigate alternative measures to address these issues and have centred on the provision of mitigation in the form of highway capacity improvements at the Station Road / Longmoor Lane / Derby Road / Town Street junction.

Investment in public transport has the potential to not only limit the number of new vehicle trips attracted to the proposed development but also assist in achieving modal shift for existing vehicular trips on the local highway network and therefore assist in tackling the existing capacity issues at the Station Road / Longmoor Lane / Derby Road / Town Street junction. Whilst it is considered that the package of highway works proposed at the junction adequately mitigates the impact of development attracted traffic, the cost of delivering these works, or a proportion of this cost, could be diverted towards significant improvements in public transport services within Sandiacre.

As outlined above, investment in public transport has the potential to not only limit the number of new vehicular trips attracted to the proposed development but also to reduce the overall number of vehicular trips on the local highway network through modal shift. Given Derbyshire County Council's continued concerns regarding the impact of the proposed development on the Station Road / Longmoor Lane / Derby Road / Town Street, it could be considered that such investment in public transport would provide appropriate mitigation in support of the development and overcome any potential objection to the planning application.

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I would welcome your thoughts on the above approach and would be grateful for the opportunity to discuss matters further to resolve these last points. Erewash similarly agree that this meeting is crucial, and request your availability for a tripartite meeting (District, County and applicant) during w/c 6th June.

Please do not hesitate to contact me should you wish to discuss any issues further or require any additional information. I look forward to hearing from you.

Yours sincerely

John Hopkins
Director

cc Steve Mott- Erewash Borough Council
Donna Savage- Erewash Borough Council
Mark Aylward- DPP

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19 May 2011

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Dear Graham

Tesco Stores Limited
Proposed Retail Development, Station Road, Sandiacre
Response to Latest Comments Received via Email on 16/05/11

Further to the email of 16 May from your colleague Graham Wheatley, which outlined your most recent comments regarding the technical information submitted in support of the proposed foodstore development, I have pleasure in outlining our response below.

The concluding paragraph of the email indicates that you consider that the additional traffic has a detrimental impact on the operation of the Station Road / Town Street / Longmoor Lane / Derby Road junction and that substantial widening in the form of an extra lane of substantial length on Derby Road, Town Street or Longmoor Lane should be provided. The proposed junction improvements submitted seek to provide an additional lane at the Station Road approach together with minor widening at the Town Street approach as a result of a modified kerb line on the northern side of Station Road. In addition, road markings are proposed within the centre of the junction to assist give-way right turn movements at the Station Road and Derby Road approaches. In order to accommodate the swept path of large articulated vehicles turning left at the modified Station Road approach, the stop line at the Longmoor Lane approach has been set-back approximately 13m.

Various options for additional junction improvements have been considered however it is not possible to provide further significant additional capacity benefits at the junction within the available adopted highway, without detriment to pedestrian provision and the ability of large articulated vehicles to negotiate the junction. It is therefore considered that without the provision of additional land adjacent to the junction by Derbyshire County Council and / or Erewash Borough Council if available, further junction improvements are considered unlikely to be able to be provided.

The LinSig modelling previously submitted within TPA Technical Note 16 (Report Ref 0606-10/TN/16) indicates that the proposed modifications at the Station Road approach provide additional capacity and are sufficient to accommodate the additional vehicle movements predicted at this approach during peak hours and this is acknowledged within your most recent email. It should be noted that the LinSig results predict a reduction in the queue length at Station Road of 8 PCUs, an approximate distance of 48m. It is therefore considered that the proposed junction arrangement results in an improvement in performance at the Station Road approach following the addition of development attracted traffic than the existing junction arrangement under the loading of base (2010) traffic flows.

The comments within the email suggest that the additional traffic flows predicted at the remaining three approaches to the junction will have a detrimental impact on the operation of the signals. However, at the Derby Road approach the proposed development is predicted to result in an increase in vehicle movements of approximately 10 PCUs during peak periods. This is not considered to represent a significant increase in traffic

flows and represents an average of one additional vehicle every 6 minutes during peak hourly periods. It is considered that these increases in traffic flow will have a negligible impact on the performance of the Derby Road approach. Reference to the previously submitted LinSig modelling indicates that the Derby Road approach at the modified junction arrangement is predicted to operate within capacity following the addition of development attracted traffic flows. Minor widening of the Derby Road approach, which may result in a minor increase in the saturation flow as a result would assist in off-setting any minor increase in traffic flows.

At the Town Street approach, the proposed development is predicted to result in an increase in total vehicle movements of approximately 28 vehicles during the peak hourly periods assessed, which represents an average of one additional vehicle every 2 minutes. It is again considered that these increases in traffic flows are minor and will result in a negligible impact on the performance of the Town Street approach. Given the existing conditions at the junction during peak periods, it is considered likely that this additional traffic could be imperceptible to existing vehicle delays and journey times.

Again, any minor widening at the Town Street approach as a result of the re-alignment of the kerbline on the northern side of Station Road could result in an improvement in capacity which would assist in off-setting any minor increase in traffic flows. Notwithstanding the above comments, the results of the LinSig analysis previously submitted indicate that the performance of the Town Street approach at the proposed junction arrangement will worsen during the Friday PM peak following the addition of development attracted traffic. As outlined above, it is considered that additional capacity improvements cannot be provided at the Town Street approach, and therefore in order to mitigate the impact of development attracted traffic, a financial contribution towards public transport could be provided to assist in promoting modal shift for journeys to / from areas to the north of Station Road with the aim of reducing the number of vehicle trips on Town Street.

At the Longmoor Lane approach, reference to the previously submitted traffic flows indicates that the proposed development is predicted to result in a minor decrease in total traffic flow, due to the transfer of existing shopping trips as a result of the proposed foodstore. A decrease in total traffic flow of 17 PCUs during the Friday PM peak hour and 33 PCUs during the Saturday peak hour is predicted, which will result in a minor improvement in the performance of the Longmoor Lane approach.

Whilst this improvement is off-set by the relocation of the stop-line the results of the LinSig analysis previously submitted indicates that the queueing predicted at the Longmoor Lane approach to the proposed junction during peak periods is marginally improved following the addition of development attracted traffic than the performance of the existing junction under the loading of base (2010) traffic flows. It is therefore considered that the proposed modifications to the Longmoor Lane approach will not have a detrimental impact on performance when the reduction in total traffic flows as a result of the proposed development is taken into account.

With regard to the modelling of the Station Road and Derby Road approaches, it is recognised by JCT that LinSig cannot model both a short left turn flare and non-blocking right turn storage at an approach with a single infinitely long lane, as occurs at Station Road and Derby Road. Modelling of the left turn lanes as short flares would result in right turning storage within the junction being modelled as blocking storage, and therefore any waiting right turning vehicles would block the movement of ahead vehicles which would not result in accurate modelling of ahead / right turning vehicles, as both the existing and proposed junction arrangements provide non-blocking storage within the centre of the junction for right turning vehicles.

As a result, these right turn storage areas have been modelled as non-blocking storage, which has resulted in the left turn lanes being modelled as infinitely long lanes. Whilst it is recognised that this will not fully model the interaction between left turning and ahead / right turning vehicles at the start of the flare, it is considered that the modelling of right turning vehicles is more critical to the operation of the junction and therefore should be correctly modelled as per the previously submitted LinSig models.

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It is considered that the above information demonstrates that the proposed junction modifications adequately mitigate the impact of additional vehicles at the Station Road approach, and that at the Derby Road and Town Street approaches to the junction, is predicted to result in a minor increase in traffic flows, which may be off-set by minor increases in saturation flows as a result of a slight widening of approach lanes. At the Longmoor Lane approach, the proposed development results in a decrease in total peak hour traffic flows, which off-sets the modified stopline position proposed. As a result, it is considered that the proposed development does not have a material impact on the operation of the junction and that given the existing performance of the junction during peak periods, the increases in traffic flows predicted would result in an imperceptible impact on delay and journey times for existing vehicle movements.

As previously requested, we would welcome the opportunity to meet with you in order to discuss matters further and would therefore be grateful if you could provide an indication as to your availability. Please do not hesitate to contact me should you require any additional information or wish to discuss matters further. I look forward to hearing from you.

Yours sincerely

Chris Elliott
Senior Transport Planner

cc Graham Wheatley- Derbyshire County Council
Steve Mott- Erewash Borough Council
Mark Aylward- DPP

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Mr Kevin Barton
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Dear Kevin

Tesco Stores Limited
Proposed Development- Station Road, Sandiacre
Latest DCC Comments Regarding TPA Technical Note 0606-10/TN/11

Further to your most recent comments regarding the recent Technical Note (TN11) submitted in response to the comments received regarding the Transport Assessment (TA) submitted in support of the proposed development, our response to the issues raised is set out below. Two sets of comments have been received via email on 7th February 2011 and 14th February 2011.

The comments received on 14th February 2011, indicate that any variation in the Friday PM peak hour calculated from base traffic flows are likely to be insignificant as not all development attracted traffic travelling through the junction will be new. As outlined within TN11, the network peak hour has been calculated through the summation of all traffic flows recorded at the junctions assessed within the TA, and on the basis of the comments received, is considered acceptable for analysis purposes.

These comments also highlight potential difficulties for traffic in exiting Mark Street during peak periods due to the presence of stationary traffic on Station Road as a result of the operation of the Station Road / Longmoor Lane / Town Street / Derby Road signal controlled junction. Whilst it is acknowledged that the operation of this junction may result in queuing extending beyond the Mark Street junction during peak periods, it is considered that this could potentially improve the ability of vehicles to exit from Mark Street as drivers on Station Road may be more likely to allow vehicles to exit Mark Street than if the junction were operating under free-flow conditions. The provision of a ghost island right turning lane and keep-clear markings will further assist in ensuring vehicles do not block eastbound traffic on Station Road, and that westbound vehicles provide appropriate gaps to allow traffic to turn in / out of Mark Street. It is therefore considered that this junction could operate satisfactorily.

The comments received on 7th February 2011 indicate continued concerns regarding the ability of the proposed flare on Town Street to provide significant benefit to the junction. It is also suggested that the provision of this flare together with the relocated stopline further towards the centre of the junction have resulted in the swept path of HGVs turning left into Town Street from Derby Road encroaching across the centre line.

Drawing no. 060610 PL26 Rev A, enclosed with this letter, indicates that through further modification of the Town Street approach, the length of the flare can be increased to 16.2m, which would provide queueing space for a minimum of three PCUs. The LinSig model of the proposed junction indicates that the Practical Reserve Capacity (PRC) predicted during the Friday PM peak period decreases from -48.1% to -45% as a result of provision of this flare. Reducing the Town Street approach to one lane, as at present, would therefore not provide adequate mitigation at the junction; however this could be implemented should DCC indicate that this option would be preferred. Furthermore, analysis of the storage graph for this flare within LinSig indicates that

this flare is utilised by an average of 0.8PCUs per cycle and therefore whilst it may not be fully utilised every cycle, it does provide some benefit to the operation of the junction.

The swept path analysis contained within Appendix H of TN11 demonstrates that the existing swept path of an HGV undertaking this manoeuvre significantly encroaches across the centre line such that vehicles queueing at the Town Street approach would prevent this turn at present. The modifications shown on drawing no. 060610 PL26 Rev A and the swept path analysis shown on drawing no. 060610 SP54 indicate that whilst an HGV may encroach across the centre line, the most significant queue at this approach, which may occur in the nearside lane, will no longer prevent this turn.

Given that 17 HGVs are recorded making this left turn manoeuvre during the Friday PM peak period, with 91 right turning vehicles at the Town Street approach, it is considered that the proposed modifications will not result in the junction potentially locking up as suggested. Furthermore, the swept path analysis indicates that one right turning vehicle could wait at the stop line within the flare clear of an HGV.

It is also indicated that the proposed exit lane width on Station Road is insufficient at 3.0m, and that a width of 3.5m is advisable although 3.3m would be accepted as a minimum. It is not possible to provide additional carriageway width in order to provide a wider exit lane without reducing the footway width on the southern side of Station Road further due to the constraints of the overall bridge width. Traffic signal design guidance does not provide specific minimum widths for exit lanes at junctions, although as outlined in TN11, it is indicated within TD50/04 that designs should ensure that the swept paths of large HGVs can satisfactorily be accommodated, as demonstrated by the swept path analysis presented in drawing 060610 SP55.

In addition, guidance regarding priority controlled junctions indicates that a 3.0m running lane is of sufficient width. Given that the proposed lane is an exit lane from a signal controlled junction, where traffic speeds are likely to be lower than at a priority junction, the proposed arrangement is considered satisfactory to allow the proposed improvements at the Station Road approach to be delivered.

It is noted that the swept path of HGVs turning left into Longmoor Lane from Station Road encroaches into the ahead / right lane, and that it is suggested that the number of lanes at the stop line should be reduced to one. The proposed widening at the Station Road approach to provide an additional approach lane mitigates the impact of development attracted traffic on the performance of the junction to ensure nil detriment. Reducing the number of lanes to one, as at present, would not provide sufficient mitigation at the junction, although this could be implement should DCC indicate that this would be acceptable. The provision of sufficient room to prevent encroachment is also suggested; however it is considered that this could not be achieved without a further reduction in the width of the footway on the southern side of Station Road.

The saturation flows at the Station Road approach could be reduced to reflect this encroachment as suggested within your comments, however reference to the base traffic flows indicates that only seven HGVs were recorded making this left turn movement during the Friday PM peak period, and therefore any reduction is considered to have a negligible impact on the capacity of the Station Road approach. It is therefore considered that the swept path of left turning vehicles at this approach is acceptable.

The comments received also indicate that due to a lack of depth cover on the structure, it may be difficult to mount the signal poles in the required position on Station Road as a result of the stop line being moved forward. The LinSig modelling of the proposed junction arrangement does not incorporate reduced intergreen times (which may further improve capacity) as a result of moving the stopline forward, and therefore it can be returned to its current position without detriment to the predicted operation of the junction. Drawing 060610 PL26 Rev. A indicates a revised stopline position.

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Your comments regarding TN11 indicate continued concerns regarding the impact of the development, and in particular the ability of vehicles to turn in / out of Mark Street during peak periods and the proposed highway improvements at the Town Street and Station Road approach to the signalised junction. It is considered that the information submitted to date, together with the further details contained within this letter, are sufficient, to demonstrate that the proposed development can be satisfactorily accommodated, and that the proposed highway works proposed are sufficient to ensure that the Station Road / Mark Street junction will operate satisfactorily and that the Station Road / Longmoor Lane / Town Street / Derby Road will operate no worse off than the existing junction arrangement should no development take place.

In addition, a bridge assessment report is currently being finalised for issue to your structures team, which is likely to conclude that there are options available in order to allow the proposed carriageway widening to be undertaken.

We look forward to discussing matters with you further at our meeting of 9th March 2010. Please do not hesitate to contact me should you require any additional information prior to this meeting.

Yours sincerely

Chris Elliott
Senior Transport Planner

Enc TPA drawing no's 060610 PL26 Rev A, SP53, SP54, SP55

cc Steve Mott- Erewash Borough Council
Mark Aylward- DPP