

FAO Richard Mapletoft

Dear Richard,

Highways England welcomes the opportunity to comment on Rushcliffe District Council's Local Plan Part 2: Land and Planning Policies (LAPP) Issues and Options document, the draft Statement of Community Involvement (SCI) and the draft Green Belt Review Part 2b which have been published for public consultation. It understands that the LAPP will set out the non-strategic development allocations and a number of detailed policies for managing new development, following on from the strategic framework set out in the Core Strategy. The Core Strategy was adopted in December 2014, and Highways England further understands that, once the LAPP is completed and adopted, it and the Core Strategy will together form the new Local Plan for Rushcliffe.

It is the role of Highways England to maintain and safeguard the efficient operation of the strategic road network whilst acting as a delivery partner to national economic growth. In relation to the LAPP, Highways England's specific interest relates to the A453, A46 and A52 which all route through the Plan area and the M1 which runs to the immediate west.

Highways England has had extensive previous engagement with Rushcliffe Borough Council in the progression of its Core Strategy. Significant strategic development is set out in the Core Strategy, including sites at Melton Road, Edwalton; South of Clifton and East of Gamston which have the potential to significantly impact upon the operation of the strategic road network. In this regard, Highways England has worked collaboratively with Rushcliffe Borough Council and Nottinghamshire County Council to agree a package of junction improvements on the A52 and A606 to support growth in Rushcliffe, and a Memorandum of Understanding (MoU) has been agreed with the Councils to secure proportionate developer contributions towards this package of improvements.

It is noted that the current consultation on the LAPP sets out options for further non-strategic development allocations, some of which have the potential to impact on the operation of the strategic road network. This includes options for development at West Bridgford, for 450 dwellings at Keyworth, for 400 dwellings at Radcliffe on Trent and for 250 dwellings at Ruddington. This is in addition to 800 new homes around the village of East Leake which have already been granted planning permission. Where any of these sites have not been considered as part of the MoU, and it is considered that there could be additional impacts on the A52, transport assessments would be required to determine the level of impact and to identify any requirement for a contribution in accordance with the MoU, or the need for any other mitigation.

Highways England notes that the Council does not consider it necessary to set out further transport policies in the LAPP as Policies 14 and 15 of the Core Strategy set out the approach that will be taken in respect of transport issues, including the promotion of sustainable modes. This is considered by Highways England to be an acceptable position.

Highways England has also conducted a high level review of the Draft Statement of Community Involvement (SCI) document and welcomes the range of methods which the Council intends to consult with stakeholders including community events, meetings, press releases and websites. This should ensure that the entire cross section of the community has the opportunity to comment upon consultation documentation. It also notes that the Council is to consult with infrastructure providers throughout the consultation process, and this is assumed to include Highways England, and this is also welcomed.

It is not considered to be Highways England's position to comment on the Green Belt Review Part 2b and in this regard it has no comments.

Highways England has no further comments to provide in relation to these consultation documents and trusts that the above is useful in their progression.

Regards

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