

LDF NCC

From: Chambers, Susan <[REDACTED]>
Sent: 11 March 2016 11:00
To: LDF NCC
Cc: Kaur, Rajinder (Area 7)
Subject: Response 3530 RE: Consultation on the Nottingham City Local Plan Part 2: Land and Planning Policies - Publication

Follow Up Flag: Follow up
Flag Status: Flagged

FAO Dawn Alvey

Hi Dawn,

Response for Consultee 3530

Highways England welcomes the opportunity to comment on the Publication Version of Nottingham City Council's Local Plan Part 2: Land and Planning Policies (LAPP) document. It is Highways England's role to maintain and safeguard the safe and 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 principal interest is safeguarding the operation of the M1, A52 and A453.

Upon the adoption of the LAPP, Highways England notes that the document will form part of the Local Plan, along with the Core Strategy. Whilst the Core Strategy provides the overarching strategic planning policy framework, the LAPP sets out site allocations and Development Management policies, in accordance with the Core Strategy.

Highways England has previously commented upon the Preferred Option of the LAPP in November 2013 and responded with limited comments. It has reviewed the Development Management policies contained within the current consultation document and also has limited comments to provide.

Highways England welcomes Policy TR1: Parking and Travel Planning, which states that "proposals will be expected to include a sufficient package of measures to ensure that journeys by private car are minimised and journeys by sustainable modes are supported in line with the transport hierarchy within Policy 14 of the Core Strategy".

We also note reference to the City Council requesting "Travel Plans or Transport Statements to be submitted to support planning applications for all developments that would generate significant amounts of transport movements". Whilst this is acknowledged by Highways England, it considers that the term "Transport Assessments" could be used within the Policy, although it is noted that "Transport Assessments" are referred to in the 'Justification' text for this Policy.

Highways England welcomes Policy TR3: Cycling, which focuses on ensuring that both proposed cycle routes indicated on the accompanying Policies Map and existing cycle routes will be safeguarded. This will help ensure that sustainable transport infrastructure is enhanced, encouraging the use of this mode of travel.

In relation to the Site Allocations put forward in the consultation document, Highways England considers that, due to the scale of both the Boots site (1,150 dwellings and a significant amount of

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employment land), and the Stanton Tip site which spans an area of 42.6 hectares, they could have the potential to impact upon the operation of the strategic road network. We therefore welcome the reference in the LAPP document to the need for a Transport Assessment to be carried out for each of these sites in order for development trip impacts to be identified.

Highways England has no further comments to provide and trusts that the above is useful in the progression of the LAPP.

Regards,

Sue

Susan Chambers, Asset Manager

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Planning Policy Team
Nottingham City Council

Scarlett Griffiths



via Email: [REDACTED]

Direct Line: [REDACTED]

02 November 2016

Dear Sir/Madam

**Nottingham Land and Planning Policies Document – Local Plan Part 2
Publication Version. Proposed Site Allocation PA86 – Thane Road, Horizon
Factory for Employment Use (B1, B2, B8)**

Highways England welcomes the opportunity to comment on the Local Plan Part 2 (LPP2) Proposed Site Allocation document which has been produced for public consultation. It is noted that the consultation relates specifically to the inclusion of a proposed site on Thane Road, which will bring forward 19.6 hectares of B1, B2 and B8 employment land, into the LPP2.

Highways England has been appointed by the Secretary of State for Transport as strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). It is the role of Highways England to maintain the safe and efficient operation of the SRN whilst acting as a delivery partner to national economic growth. In relation to the Proposed Site Allocation, Highways England's principal interest is safeguarding the operation of the A52 which routes through the plan area.

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Highways England notes that the site is located to the west of the A52, and can be accessed at the A52/Queens Drive junction via Thane Road.

It is acknowledged that a Sustainability Appraisal (SA), Equalities Impact Assessment and Site Assessment document has been submitted as part of this consultation. Highways England notes that the brief transport appraisal of the site set out within the SA states that the development is unlikely to result in a significant net increase in vehicle trips compared to previous and permitted uses on the site. It also indicates that the inclusion of B8 Warehousing would result in lower density employment and fewer staff journeys.

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There are existing congestion issues at junctions on the A52 in the Nottingham area, including the A52 Queens Drive junction which serves the site. Highways England is currently progressing development of the A52 Nottingham Junctions scheme, which is included in the Road Investment Strategy for commencement in Road Period 1 (2015-

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2020). This scheme is expected to include a limited improvement to the A52/Queens Drive junction.

Future employment uses on the Horizon site, as proposed, will have impacts on the A52 Queens Drive junction. Highways England would therefore expect proposed development of the site to be subject to a Transport Assessment as part of the development management process.

Highways England has no further comments to provide and trusts that the above is useful.

Yours sincerely,



Scarlett Griffiths
Assistant Spatial Planning and Economic Growth Manager
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