

Our Ref: Toton Link LUF

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Dear Matthew,

Toton Link Road – Levelling up Fund

I write to you with reference to Nottinghamshire County Council's upcoming Levelling Up Fund bid submission. Given the relationship of the Toton Link Road with the strategic road network (SRN), we welcome your engagement as you progress in the development of the bid submission.

National Highways ("we") has been appointed by the Secretary of State for Transport as a strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the SRN. The SRN is a critical national asset and as such we work to ensure that it operates and is managed in the public interest, both in respect of current activities and needs, as well as in providing effective stewardship of its long-term operation and integrity. Therefore, whilst recognising the wider place-making needs and that of the local road network, our primary interest in relation to proposals affecting the SRN is the safe and efficient operation of our network, in this case the A52.

We note that the proposed Toton Link Road represents a major piece of highway infrastructure being promoted to support the strategic growth ambitions for the area. These growth ambitions were first set out in Broxtowe Borough Council's Local Plan (Part 2), which allocated strategic housing and employment sites for the borough up to the year 2028.

The area of Toton alongside the former barracks at Chetwynd were identified within the Local Plan as one of the key areas for growth recognising the opportunity created by a proposed new high speed railway station (HS2) at Toton. A Masterplan setting out further detail on the vision for Toton and Chetwynd was subsequently published for consultation in October 2021 setting the policy framework to support the delivery of approximately 4,500 new homes, and 6,500 new jobs looking beyond the end of the local plan period. You may note that we responded to the consultation, expressing support for the comprehensive approach to development being taken, but also noting that further evidence and joint working would be required with regard to the traffic and transport impacts on the A52 corridor.

It is also noted that the above-mentioned supplementary planning document (SPD) was published prior to the Governments Integrated Rail Plan (IRP) which identified East Midlands Parkway rather than Toton as the preferred HS2 station site to serve the region. Notwithstanding this, whilst a high-speed railway connection at Toton is no longer being proposed, Government backing towards a station for local/ regional services (subject to 50 per cent matched private investment) is still proposed and the growth ambitions for the area remain valid.

We recognise therefore that to support the level of growth identified in the SPD, suitable highways mitigation will be needed alongside improvements to the public transport network to accommodate the traffic implications of the proposals.

Facilitating vehicular access to the Masterplan site is a new link road ('Toton Link Road') which is proposed to take access from the A52 trunk road approximately 500m to the north of Bardills roundabout. It is acknowledged that without such a link road, there is likely to be significant impacts on the existing local road network inhibiting the achievement of government housing growth requirements for this area.

We understand that you have undertaken some preliminary transport investigations, which suggest that the provision of the link road and new junction with the A52 may help to alleviate congestion at Bardills roundabout which currently experiences congestion and can act as a pinch point along the A52 corridor slowing down the flow of traffic between the M1 and Nottingham. However, it is our position that any such benefits must also be balanced against the overall operational and safety implications of a new junction on to the A52 which is a high-speed dual-carriageway road, as well as the principle of access on to the SRN as set out in the Department for Transport Circular 02/2013. In that regard we have been engaged in discussions with yourselves on the principle of a new junction on the A52, the suitability of designs, and understanding how a new junction and additional traffic will impact the SRN. We note that design options and transport modelling are at a preliminary stage and we wish to continue working with you to establish a further understanding of the proposals in their entirety.

I trust the above is of assistance in supporting your bid and represents our commitment in collaborative working between our organisations to support the delivery of homes and jobs. If you require any further assistance, please contact our Spatial Planning Manager, [REDACTED], who will be pleased to respond. [REDACTED] can be contacted by email at [REDACTED]@nationalhighways.co.uk, or by telephone on [REDACTED]

Yours sincerely,

Simon Came

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