



DRAFT STATEMENT OF COMMON GROUND

BASSETLAW DISTRICT COUNCIL

NATIONAL HIGHWAYS

November 2022

1. Introduction

- 1.1 This Statement of Common Ground (SoCG) has been developed in order to address strategic planning matters between the parties consisting of Bassetlaw District Council (DC) and National Highways (NH).
- 1.2 In relation to strategic planning matters, section 33A(4) of the Planning and Compulsory Purchase Act 2004 (PCPA 2004) indicates that Local Planning Authorities have a duty to cooperate with prescribed bodies identified in paragraph (a), (b) or (c) or subsection (9) of the PCPA 2004.
- 1.3 This approach is also a requirement of national planning policy. Paragraph 35 of the National Planning Policy Framework seeks to ensure that the Local Plan is deliverable over the plan period, and based on effective joint working on cross-boundary strategic matters that have been dealt with rather than deferred, as evidenced by the statement of common ground.
- 1.4 The Statement sets out the confirmed points of agreement or otherwise between the parties with regard to strategic Transport Matters for the Bassetlaw Local Plan.

2. Background and Governance

- 2.1 Bassetlaw District Council is a public body that is the Local Planning Authority (LPA) for Bassetlaw District. National Highways is the responsible authority for the Strategic Road Network (SRN) within and around Bassetlaw. They are prescribed bodies for the purposes of the Duty to Co-operate.
- 2.3 The development of the Local Plan has been enhanced by working together to ensure that strategic planning matters are appropriately addressed. A number of Duty to Cooperate meetings have been held relating to cross-border and strategic matters between the two parties throughout the Plan's preparation which are detailed within the Council's Duty to Cooperate Compliance Statement 2022. These include:
 - 6th February 2020
 - 12 March 2020
 - 11 June 2021
 - 16 December 2021
 - 14 February 2022
 - 20th August 2022
 - 23rd August 2022
 - 12th October 2022
- 2.4 In addition, Bassetlaw District Council has shared relevant transport data with National Highways in the lead up to submission to help assist in ongoing discussions regarding the emerging transport evidence.

- 2.4 This Statement of Common Ground reflects the agreed position between National Highways and Bassetlaw DC and will be updated as and when required.
- 2.5 Representations were submitted by National Highways to relevant consultation stages of Bassetlaw DC's emerging Local Plan most recently in June 2022. These have been considered, and where appropriate informed the development of subsequent stages of the Plan or ongoing updates to the Council's Transport evidence base.
- 2.6 The Bassetlaw Local Plan was submitted to the Secretary of State for Levelling Up, Housing and Communities on 18 July 2022 for independent examination in accordance with Regulation 22 of the Town and Country Planning (Local Planning) (England) Regulations 2012. Bassetlaw DC and National Highways will continue to meet to discuss cross boundary strategic planning matters as the Bassetlaw Local Plan progresses through examination.

3. Areas of Common Ground

Transport Matters

A1

- 3.1 National Highways provided responses to the Bassetlaw Local Plan that suggested the Bassetlaw Transport Study (BTS) needed to assess the impacts on the SRN in Bassetlaw. Specifically, National Highways sought clarification on how the impacts on the SRN were derived, and the provision of data underpinning assumptions about the impacts of development on the A1 and the identification of infrastructure improvements at the A1 Apleyhead junction.
- 3.2 During a meeting between both parties on 12th October 2022, Bassetlaw DC (with Consultants Tetra Tech) provided further clarification on how the transport study was undertaken and agreed to provide additional information for National Highways to check and verify. This additional information would demonstrate how the cumulative impacts to the A1 and several of its junctions from proposed growth identified within the Bassetlaw Local Plan have been established and that the proposed highway infrastructure improvements are appropriate for accommodating this growth. Bassetlaw DC has now provided this information directly to National Highways who are in the process of reviewing it. Upon completion of this review, National Highways will advise if they can accept the Transport Study's conclusions or if further work is required to ensure the improvements proposed in the BTS suitably mitigate the forecast traffic impacts. Any further work, if necessary, would be presented in the form of an addendum to the most recent BTS (May 2022).
- 3.3 National Highways and Bassetlaw DC will continue to work together on the refinement of highway infrastructure improvements required at the A1

Apleyhead junction necessary for development to come forward (as listed in the IDP). In addition, should the need for any further infrastructure improvements to the A1 be identified (through any addendum to the Bassetlaw Transport Study), both parties will work together to identify the most suitable infrastructure improvements, and update the IDP accordingly.

A57

- 3.4 The A57 is the main road network that connects Bassetlaw with the A1 to the east and the M1 to the west in Rotherham MBC. Bassetlaw DC and National Highways agree that traffic impact at junctions and links along the A57 is a shared cross boundary/strategic issue in respect of emissions, community severance and congestion. The Bassetlaw Transport Study undertaken by Tetra Tech (May 2022) assesses the potential impact of site allocations in the Bassetlaw Local Plan upon the A57 within the district of Bassetlaw. This assessment identifies that there is some impact to the network due to the proposed site allocations, but this is relatively self-contained to Bassetlaw in terms of the need for physical mitigation.
- 3.5 However, the assessment does recommend that a wider A57 Improvement Plan is considered necessary to investigate the impact of cumulative growth (from Bassetlaw and also from Rotherham MBC) and cross border traffic on the A57 along its route between the A1/M1.
- 3.6 Both parties agree to continue to actively work together, with Nottinghamshire County Council (the Local Highways Authority for Bassetlaw District), other relevant neighbouring authorities to produce the A57 Improvement Plan (from the A1/A57 junction in Bassetlaw to the M1 in Rotherham). The objectives and work programme for the A57 Improvement Plan are set out in Appendix 1.

Agreement 1. Transport Matters

- a) Bassetlaw DC and National Highways agree to the approach for undertaking the additional work (in response to National Highways' responses to the Bassetlaw Local Plan) during the meeting on the 12th October 2022.
- b) Bassetlaw DC and National Highways will continue to work together and share relevant information during the preparation of the additional work.
- c) Bassetlaw DC and National Highways agree that any additional work should be presented in the form of an addendum to the Bassetlaw Transport Study (May 2022).
- d) Bassetlaw DC will continue to work in partnership with National Highways, and relevant authorities on an A57 Improvement Plan in accordance with the agreed objectives and work programme, for the A57 Improvement Plan, in Appendix 1.

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| <p>e) National Highways supports the A57 Project Group in seeking access to the Sheffield City Region Transport Model to inform the baseline for the A57 Improvement Plan feasibility work.</p> |
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4. Outstanding Areas of Disagreement

- 4.1 None identified at present. This position is subject to review and will be informed by National Highways' review of data underpinning the Bassetlaw Transport Study, any addendum to the Bassetlaw Transport Study, and the outputs of the A57 Improvement Plan.

AGREEMENT

Signed on behalf of Bassetlaw District Council

A black rectangular redaction box covering the signature of Cllr Jo White.

Cllr Jo White, Portfolio Holder for Regeneration

Dated 23 November 2022

Signed on behalf of National Highways

A black rectangular redaction box covering the signature of Catherine Townend.

Catherine Townend, Spatial Planner

Dated: 14/11/2022

APPENDIX 1: A57 PROJECT OBJECTIVES AND WORK PROGRAMME

Project objectives

To aid the delivery of the A57 Improvement Plan:

- monitor the delivery and timing of relevant Local Plan growth in Bassetlaw, Rotherham and Sheffield affecting the A57 between the A1/A57 junction and the M1/A57 junction;
- sharing of relevant transport and infrastructure data where appropriate;
- agree to use a traffic reassignment model to assess the implications for current and future Local Plan growth within the study area and the surrounding network in terms of an origin destination matrix;
- consider sustainable and public transport options to address Local Plan growth across the study area impacting on the corridor;
- consider the feasibility of improvements at junctions and links taking into account the constraints on the corridor referenced in the Bassetlaw Transport Study 2022 and the Rotherham Infrastructure Strategy
- assess how options can positively contribute to reducing carbon emissions across the study area
- assess how improvements might be phased, taking into account the expected future levels of development;
- ensure that capacity improvements add resilience to the highway network to support the economic ambitions of the local authorities, thereby boosting productivity and reducing costs to businesses;
- ensure that support is provided to all road users by adding resilience to the route which will help support the strategic and main road network during major works or incidents;
- identify the mechanism by which each relevant development might fund a proportionate and legislatively compliant contribution towards improvements including the mechanism for securing delivery (i.e. planning condition or S106 agreement);
- identify any potential forecast gap in funding to enable the works to take place to support bids to help deliver the identified solution;
- produce within the Improvement Plan a credible mechanism to determine how the improvements might be achieved by the relevant authorities over the lifetime of relevant Local Plans;
- upon completion, keep the improvement plan under review.

Work Programme

To enable the A57 Improvement Plan to be progressed to preliminary design phase to inform the Bassetlaw Local Plan review (expected to be completed by 2028):

- 1. Strategy, shaping and prioritisation: 2022**
 - a. Agree area of search
 - b. Agree a shared-vision for the project
 - c. Agree project objectives and critical success factors
 - d. Agree the scheme brief, timescale, scope and budget
 - e. Appoint consultants to undertake the project work
 - f. Identify and prioritise potential transport issues
 - g. Shape, investigate and assessment of the viability of transport scheme solutions to the problem, including road network solutions
- 2. Option identification: 2022-2023**
 - a. Identify potential options
 - b. Assess all potential options in terms of environmental impact, planning constraints, land availability, traffic forecasts and economic benefits and against critical success factors
 - c. Refine the cost estimate of the identified potential options (including an allowance for risk/contingency)
 - d. Produce an initial preferred options report
- 3. Option selection: 2023-24**
 - a. Undertake public and stakeholder consultation on preferred option(s)
 - b. Analyse comments and produce a consultation report
 - c. Refine the cost estimate of preferred options (including an allowance for risk/contingency)
 - d. Refine the environmental impact assessment, traffic forecasts and economic benefits, where appropriate
 - e. Produce a feasibility report for the preferred option
- 4. Preliminary design: 2024-25**
 - a. Carry out surveys (e.g. topographical, environmental)
 - b. Complete the preliminary design options for scheme specific consultation
 - c. Undertake consultation with stakeholders including neighbouring authorities, statutory consultees, Parish Councils
 - d. Update design and complete the environmental assessment and prepare the environmental statement, as a result of consultation feedback
 - e. Agree initial target cost within a cost and implementation strategy