

COMMENTS BY RADCLIFFE PARISH COUNCIL ON RUSHCLIFFE BOROUGH COUNCIL (RBC) LOCAL PLAN PART 2 (JUNE 2018)

Preface

The comments below relate to the latest versions of the RBC Local Plan Part 2 and the associated Infrastructure Delivery Plan (May 2018).

We have also referred to the Greater Nottingham Infrastructure Delivery Plan (February 2014 version 4, Rushcliffe update).

We have commented on issues from the Local Plan Part 2 that are particularly relevant to Radcliffe-on-Trent.

Summary

- Provision of additional funding for the current Infant and Junior Schools to expand, not build a single entry school at the top of Shelford Road.
- Health Centre should be rebuilt in the Main Road Regeneration Area of the village.
- Additional indoor leisure facilities are needed.
- Carry out a strategic review of the impact of additional traffic flow through the village centre and along the A52.
- Continuation of financial support for the Villager bus service.
- Financial support for improved facilities at Radcliffe Railway Station.
- Lobby relevant authorities to increase the number of trains serving Radcliffe station.
- Carry out air pollution surveys to ensure that the level of air pollution along the A52 corridor is not harmful.

Comments

1. Introduction. While Radcliffe Parish Council (RPC) understands why the number of houses required to be built in the next ten years has gradually increased from “a minimum of 400” to “820” and now to “920,” such large increases have not made it easy to explain and justify the changes to residents. We understand that RBC has been under Government pressure to deliver “a minimum of 13 150 new homes between 2011 and 2028” but the failure of the original plan to deliver has resulted in places like Radcliffe being allocated increasing numbers of new homes. We are strongly in favour of these houses being distributed mainly at the eastern and western ends of the village, in part, to help spread increased traffic on different roads through the village. We also recognise that increasing the number of homes in Radcliffe is likely to increase use of the village centre including shops, the library, pubs, restaurants and other facilities. However, the increase of around 25% in the village population will impose considerable pressures on schools, health and leisure facilities and transportation, in particular.

2. *Schools.* With over 900 additional houses being built in Radcliffe there will be a significant increase in demand for Infant and Junior places in schools that are full. The plan favours a site on the proposed new housing site on Land off Shelford Road (Policy 5.3) on the outskirts of Radcliffe on Shelford Road. We are **very** strongly against this and believe that there is sufficient space adjacent to the current Infant and Junior Schools to accommodate the additional classrooms necessary. Consultations with the Heads and staff at the two schools indicate that they are also very strongly against the proposed new school. They are convinced that new classrooms can be built on the current Infant and Junior school sites.

3. *Health Facilities.* It is stated that the building housing the current Health Centre is “not fit for purpose and is incapable of extension or adaptation...” Consequently, a new site will be required. RPC is **very** strongly against the stated option of locating the Health Centre on the edge of the village and a long way from parts of the village – hence requiring some residents to take two buses to reach it.

The Radcliffe Neighbourhood Plan has identified the Main Road Regeneration Area in the centre of the village adjacent to shops, pharmacies and other facilities. We believe that the new Health Centre should be easily accessible to all. Consequently, we believe that the new Health Centre should be located within the Regeneration Area. We suggest that the RBC Growth Board for Radcliffe redoubles its efforts to acquire the land necessary to enable the building of the new Health Centre in this central location. Land is available.

4. *Leisure facilities.* A few years ago, Radcliffe lost its swimming pool when the new secondary school was rebuilt. As a result, apart from play areas for small children and some outdoor sports pitches, Radcliffe now has no other public sports facilities. The Parish Council is in the process of seeking funding for an indoor sports facility on Parish Council-owned land off Wharf Lane. It is essential that Section 106/CIL funding from the new developments are available to assist in this initiative.

5. *Road traffic.* A significant number of the Radcliffe residents’ comments to RBC, given as part of the planning review process, have highlighted the concerns about considerable additional road traffic going both through the village centre and along the A52, especially at peak times. However, the plan says little on details of managing additional road traffic and provision of sustainable transport alternatives.

RBC appears to have confidence in the agreement with Highways England that on-going work on localised junction improvements on the A52 will be sufficient to mitigate the impact of any increasing traffic from the new housing developments. It is of interest that Highways England was concerned that one development plot (Policy 5.4 Land to the north of Grantham Road –south of railway) might require direct access onto the A52 and asked that RBC review reasonable alternative options. The inference from this comment could be that it is hoped that all additional traffic from other developments will be handled with the existing (albeit improved) junctions on the A52. This may, or may not be true, though it seems unlikely given the current level of traffic on the A52, particularly at peak times.

Given the increase in traffic on the A52 from new housing in Bingham, in particular, consideration should be given to an additional junction where the road from Upper Saxondale meets the A52. Similarly, there will be a significant increase in traffic down Shelford Road and along Nottingham Road. Increased traffic on this road will result not only from the two housing developments (total 450 houses) but from major developments in Newton and East Bridgford and the possibility of drivers from new developments north of Bingham seeking to avoid the A52 between Bingham and Radcliffe.

Other than reference to the 'improved' junctions, the plan makes **no** comment on how it sees these two converging traffic flows being dealt with. The construction of a north eastern by-pass from Shelford Road to the A52 has been muted but this would simply transfer traffic from Shelford Road onto the A52 east of Radcliffe with the resulting increase in traffic on this road. The obvious answer of a by-pass around the south side of Radcliffe, originally proposed by Highways England some two decades or more ago, is not mentioned at all.

6. *Bus services.* While bus services direct from Bingham are good, there is concern about the loss-making Villager service that runs down Shelford Road. This is likely to be funded by Section-106 monies in the next few years but we hope that the additional potential users from the new housing will bring it to at least a break-even position, hence guaranteeing its continuation.

7. *Rail services.* The key transport network that has been ignored by the Local Plan Part 2 is the potential for providing a sustainable alternative by promoting use and expansion of the rail service. The 2014 Greater Nottingham Infrastructure Delivery Plan recommends enhanced rail services for Bingham and Radcliffe with a new station at Newton. This is not mentioned. In addition, RBC has chosen to ignore the business case for development of the Nottingham –Grantham rail service (an RBC-supported plan dated May 2017) that justified expansion of the service.

Therefore, we recommend that consideration be given to promoting an improved rail service from Radcliffe as a cost-effective way of mitigating the additional transportation requirements from new housing developments, especially as it would seem that further investment in road improvements are likely to be very limited. It should be noted that Radcliffe railway station will require Section 106 monies to improve it to modern standards.

8. *Air pollution and flooding.* We also have concerns about air pollution at The Paddocks, Nottingham Road site (Policy 5.6) and, to a lesser extent, at the site North of Grantham Road (Policy 5.4). It is already known that the junction of Stragglethorpe Road and the A52 just west of Radcliffe is one of the most polluted places on the road network in Rushcliffe. Given the proximity of the two sites to the A52 (and Nottingham Road in the case of the Paddocks site) we would want reassurance that residents are not going to suffer from excessive air pollution levels by the carrying out of new pollution surveys.

Flooding may also be an issue at the Paddocks, Nottingham Road site (Policy 5.6), the probable cause being inadequate drainage. This will need addressing by any prospective developer.

These comments were discussed at the Radcliffe Parish Council Planning and Environment Committee meeting on 4 June 2018 and this revised version was approved at the Extra-ordinary Planning and Environment Committee meeting held on 25 June 2018.

Approved 25-06-18