

GREATER NOTTINGHAM STRATEGIC PLAN

Statement of Common Ground between Broxtowe Borough Council, Nottingham City Council, Rushcliffe Borough Council (the Plan-making Authorities) and Leicestershire County Council

1 This Statement of Common Ground sets out areas of agreement and/or disagreement between the Plan-making Authorities preparing the Greater Nottingham Strategic Plan (GNSP) and Leicestershire County Council. It is based on consultation through the various preparation stages of the GNSP, representations on the regulation 19 GNSP, and a specific Duty to Cooperate meeting held on 08 December 2025. The minutes of that meeting are attached.

2 This statement focuses on issues around M1 Junction 24 (J24), which is in Leicestershire, and subject to significant growth proposals in Local Plans, including the GNSP.

3 Spatial Planning

3.1 It is COMMON GROUND that:

3.2 The parties to this Statement are committed to a Plan-led approach recognising that this represents the best way of seeking to manage the provision of new homes and jobs required to meet the needs of the region's growing population relative to the delivery of the infrastructure required to enable that growth.

3.3 The absence of a Plan would not stop the demand for new homes and jobs. Rather, such would come forward instead through speculative, unplanned development.

3.4 Leicestershire County Council is not seeking to suggest or imply any views on the GNSP's spatial strategy. It seems unlikely to it that there would be an alternative approach to the delivery of the scale of growth required in this area that does not result in significant transport impacts, including at J24.

4 M1 Junction 24 and Transport Modelling

4.1 It is COMMON GROUND that:

4.2 J24 is a critical piece of infrastructure, connecting as it does nationally economically important north-south routes (the M1) and east-west routes (the A453 and A50), and serving East Midlands Airport (Britain's biggest dedicated

air cargo operation) and East Midlands Gateway international rail freight terminal. Both are part of the East Midlands Freeport (East Midlands Gateway Industrial Cluster) as is the GNSP Ratcliffe on Soar strategic allocation. The Freeport also includes East Midlands Intermodal Park at the A50/A38 interchange between Derby and Burton upon Trent.

- 4.3 The wider area is congested, and junctions operate beyond their design capacity at peak times. The layout of J24 is not conducive to the promotion of increased levels of active travel in the area.
- 4.4 The transport issues are complex, and the solutions are currently “work in progress”, with several interested parties. These include National Highways as strategic highways authority responsible for motorways and trunk roads, Leicestershire County Council as both highway authority and local transport authority, the East Midlands Combined County Authority as transport authority, Derbyshire and Nottinghamshire County Councils as local highway authorities and North West Leicestershire District Council and Rushcliffe Borough Councils as local planning authorities. Midlands Connect also continues to promote upgrading J24 as a key regional priority to unlock housing and economic growth.
- 4.5 The GNSP transport modelling includes an assumption (agreed with National Highways) of some additional capacity at J24, although no specific scheme is identified nor proposed. The Local Development Order for Ratcliffe on Soar Power Station includes a condition limiting the quantum of development to 610,000 m² (or development generating more than 557 trips per hour in the AM peak/451 trips per hour in the PM peak) which can come forward before highway mitigation is implemented and to support the delivery of a holistic transport solution which can serve the needs of the development and of all known or committed development.
- 4.6 Upgrading J24 is a high priority for Midlands Connect (MC), and is a key MC recommendation for the Road Investment Strategy 3 (2025-30). East Midlands Freeport commissioned MC to prepare a “Wider Integrated Strategy for Energy, Road and Rail” (WiSERR) which seeks to make the business case for transport investment to enable the Freeport. This includes making the case for investment at J24. Although no report has been published as yet, it could provide a starting point for further work. In addition, a developer consortium centred on sites within and around the Freeport are understood to be investigating upgrades to J24 which could address the traffic impacts of the Freeport development,. National Highways have been party to both these projects.
- 4.7 Given the complex nature of the issues and therefore the solutions to mitigating growth in the J24 area, all interested parties agree to continue to work together to understand the impacts of growth. In the meantime, a

“monitor and manage” approach, rather than a predict and provide approach is required until a long term solution can be developed. Each development must be evaluated on a case-by-case basis at planning application stage to ensure that the cumulative impacts on the network are effectively managed.

- 4.8 It is a matter of concern to Leicestershire County Council that there is no clear, coordinated or confirmed path to the funding and delivery of strategic scale improvements to J24. It has yet to confirm its acceptability or otherwise of any proposals put forward so far by other parties.

5 Other Matters

- 5.1 No other matters of strategic importance have been identified.

Appendix

Leicestershire County Council / Greater Nottingham Planning Partnership Duty to Co-operate Meeting 08/12/25.

Teams meeting, 14:30 pm, 08 December 2025.

Present:

Andy Yeomanson - LCC Strategic Transport Lead
Sharon Wiggins – LCC Strategic Planning Team Manager
Matt Gregory/Mark Thompson/Richard Mapletoft - GNSP

Purpose of meeting:

To discuss a Statement of Common Ground (SoCG) for Leicestershire County Council (LCC) and the Greater Nottingham Planning Partnership (GNPP) authorities (Broxtowe Borough Council (BBC), Nottingham City Council (NCC) and Rushcliffe Borough Council (RBC)), in respect of M1 Junction 24 in the context of the Greater Nottingham Strategic Plan (GNSP).

M1 Junction 24:

MG introduced the GNSP in respect of issues around J24, and referred to the representations made by LCC to the Regulation 19 GNSP. Pointed to a Memorandum of Understanding prepared with National Highways and a Statement of Common Ground with North West Leicestershire District Council (NWLDC).

LCC are working with NWLDC on their Local Plan, and have had discussions about development to the North of the District

LCC highlighted considerable uncertainty about deliverability of a scheme at J24. It is understood that the improvements to J24 delivered as part of East Midlands Gateway 1 have reached the limit as to what can be achieved with the junction as currently configured. The area is utterly car/lorry dominated at present.

LCC are also concerned about the impacts of congestion on the main line of the M1 between J23a and 25, which the 'Smart Motorway' project does not appear to have resolved.

There is no existing comprehensive policy framework for the junction, although LCC have tried to have a common single body of evidence with NWLDC and other partners. The WISERR work sought to set a common framework, but the final report has not yet been published.

There are currently multiple planning approaches, GNSP, NWLDC, Freeport etc.

It is agreed that all parties need to work together, Leicestershire County Council, NWLDC, S Derbys, GNSP authorities, EMCCA, National Highways to work towards a single policy framework and an agreed solution.

May require national political intervention to achieve this, with spatial planning (housing and economic growth) as a key part of argument alongside transport issues.

Agreed that MG would circulate relevant Memorandums of Understanding (National Highways and EMCCA) and Statements of Common Ground (Nottinghamshire County Council and NWLDC).

Agreed that MG would draft some text as starting point for a potential agreed position statement.

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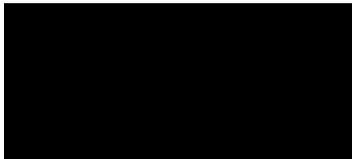
**Statement of Common Ground between Broxtowe Borough Council,
Nottingham City Council, Rushcliffe Borough Council (the Plan-making
Authorities) and Leicestershire County Council**

SIGNED on behalf of Broxtowe Borough Council, Nottingham City Council,
Rushcliffe Borough Council (the Plan-making Authorities):



11 February 2026

Matt Gregory, Greater Nottingham Planning Manager



2 March 2026

Ann Carruthers, Leicestershire County Council