

DD26

A453 Widening M1 Junction 24 to A52 Nottingham

SUMMARY PROOF OF EVIDENCE POLICY AND PLANS

BY

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1. INTRODUCTION

Personal Details

- 1.1 My name is Ian David Briggs and I am a Director of WYG based in Leicester. In 1991 I became a Chartered Surveyor and have been heavily involved in planning policy and land management issues throughout my career.
- 1.2 My Proof of evidence deals with the impact of the scheme on policies and plans and the main issues that arise. These are; - the policy need for the scheme; the impact of the A453 on the Nottingham Derby Green Belt and the impact of the scheme on the Clifton Conservation Area.
- 1.3 Policy and plans in force along the A453 is provided by East Midlands Regional Assembly, the counties of Nottinghamshire and Leicestershire and the districts of Northwest Leicestershire, Rushcliffe Borough and Nottingham City.

2. A453 ROAD IMPROVEMENTS – NEED

- 2.1 The A453 Widening scheme arises from the Multi Modal Study which proposes a series of integrated transport solutions along the A453 including an extension to NET; Parkway Station, dualling of the A453 between M1 and Clifton and widening to 4 lanes through Clifton.
- 2.2 PPS1 encourages the fullest use of public transport and the MMS proposes public transport solutions but advises that this would not provide a behavioural shift that would resolve traffic issues on the A453. The Regional Transport Strategy adopted in March 2009 confirms this position.
- 2.3 Policy 53 of the Regional Transport Strategy encourages the implementation of the trunk road investment priorities and identifies the A435 improvements as being a priority to be implemented between 2011-16. The Local Transport Plans also recognise that the A453 widening is a top-level priority and the three district level Plans all make provision to safeguard the widening route for the A453 from other forms of development.

- 2.4 The Rushcliffe Borough Non-Statutory Replacement Local Plan advises that
- i. The need for improvements to the trunk roads in the Borough are especially vital;
 - ii. that the improvement of the A453 is **essential** and
 - iii. That the council will encourage its early completion.
- 2.5 In summary national, regional and local policies support the A453.

3. GREENBELT

- 3.1 The Green Belt surrounds Nottingham with the A453 passing through it between the River Soar and the southern edge of Clifton. The East Midlands Regional Plan invites a review of the Green Belt boundaries as part of the housing strategy and notes the Green Belt south and east of Nottingham was confirmed as being of lesser importance in the recent Nottingham Derby Green Belt Review.
- 3.2 The most important attribute of the Green Belts is described in PPG2 as their openness. A significant section of the A453 Widening will be on the existing A453 road line and the off line section in the vicinity of Brands Hill and Mill Hill will maintain openness due to the lower level route it follows compared to the existing alignment. The nature of the impact is unlikely to conflict with the five purposes of Green Belt. It is also my opinion that the need for the A453 improvement in regional and local plan policy also provides very special circumstances to justify the proposals in the Green Belt.

4. THE CLIFTON CONSERVATION AREA

- 4.1 The Clifton Conservation Area incorporates Clifton Village Green and the existing A453 road. The A453 widening proposals will actually move the road edge away from the Village Green but the road widening will remain in the Clifton Conservation Area due to the existing route already being in the Conservation area. The A453 widening will result in loss of trees and permanent land take between Grasby Walk and the existing A453 and temporary land take at Gypsy Lane field which will be used as a temporary construction compound for the urban section of road.
- 4.2 The trees at Grasby walk are not protected by any tree preservation order but do sit within the conservation area and benefit from greater protection than trees outside it.
- 4.3 In 1997 Nottingham City Council produced the Clifton Village Conservation Area Policy which advises that the land on the east side of the A453 lacks enclosure and is poorly connected with the west side. The A453 scheme has therefore sought to take land from the eastern part of the Conservation Area in order to avoid affecting the more prominent Clifton Village Green area to the west.
- 4.4 PPG 15 considers the issue of roads and conservation areas and advises that wherever possible, new roads should be kept away from Listed Buildings, Conservation Areas and other historic sites but that a suitable balance has to be struck between conservation, other environmental concerns, economics safety and engineering feasibility. Such a balance is required in Clifton bearing in mind that the Conservation Area is and will be affected by the existing A453 and the traffic on it anyway.
- 4.5 The Nottingham Local Plan Policy T10.2 safeguards improvements to the A453 in line with those in the MMS to widen the road through Clifton to a 4 lane single carriage way and shows an indicative line through the Conservation Area on the Proposals Map South Sheet.
- 4.6 The greatest part of the Conservation Area lies to the north and west of the A453 and the proposal to move the new road away from the Village Green will provide some enhancement. Grasby Walk is dominated by 1960's housing which are not part of the Conservation Area. It is my opinion that where the road will unavoidably impact on the

Conservation Area the road widening should seek to affect those parts of the Conservation Area that are of a lesser value. The provision of landscaping measures should help to reduce some of the impact and will, in some cases enhance the Conservation Area especially on the Village Green frontage.

5. CONCLUSIONS

- 5.1 Three main issues arise from impact of the A453 scheme on policies and plans are the Need for the road improvements; Green Belt and; Clifton Conservation Area.
- 5.2 The improvement of the A453 is promoted by policy at all levels.
- 5.3 The A453 scheme does not compromise the 5 purposes of green belt and openness will be maintained along the route. The East Midlands Regional Plan also indicates that a review of the Green belt boundaries might also be necessary anyway to accommodate the regions housing requirements and the Green Belt south and east of Nottingham has been identified as being of lesser importance.
- 5.4 The road scheme through the Green Belt has been designed to limit the impact from the proposed road and the provision of new Non Motorised User routes, landscaping and environmental mitigation works will assist reducing any impact to acceptable levels.
- 5.5 The A453 improvements will take land in the Clifton Conservation area, most notably at Grasby Walk and Gypsy Lane field. Mitigation of these impacts is proposed and PPG 15 recognises that road improvements can take place in Conservation Areas.
- 5.6 In conclusion I consider that the published A453 Widening scheme is in line with policy and plans in force and that where adverse impacts do occur they are outweighed by a combination of the mitigation proposed and policies promoting the A453 widening. These policies in favour fo the road improvement have all been adopted in the full knowledge that the existing Green belt and Conservation Areas would inevitably be affected by the proposals.