



Homes &
Communities
Agency



Statement of Community Involvement

Gedling Access Road

on behalf of the
Homes and Communities Agency

July 2014

WYG
Midsummer House
314 Midsummer Boulevard
Central Milton Keynes
MK9 2UB
T: 01908 423300
F: 01908 847401
M: 07748 233533





Document Control

Project: Gedling Access Road
Client: Homes and Communities Agency
Job Number: A085361
File Origin:

Document Checking:

Prepared by: Ros Woodhall	Initialled: RW
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Checked by: Janet Rowley	Initialled: JPR
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Verified by: David Alderson	Initialled: DAA
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Issue	Date	Status
1	16 th July 2014	First Draft
2	22 nd July 2014	Second Draft
3	23 rd July	Final



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July 2014

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1.0 Introduction

- 1.1 WYG was appointed by the Homes and Communities Agency (HCA) in January 2014 to submit a full planning application for the Gedling Access Road. This Statement of Community Involvement details the measures that were taken to engage the local community and other interested parties in the planning process and to provide them with an opportunity to view and comment on the proposals. Where possible comments have been addressed and adjustments to the scheme have been made.



2.0 Local authority liaison

- 2.1 Since its inception, a collaborative approach has been taken to the project. Monthly meetings have been held with the client team at the HCA together with key officers from Nottinghamshire County Council and Gedling Borough Council involved in the project. In addition to discussions regarding the technical aspects of the proposal, the strategy for consultation was discussed and agreed in this forum. A system of document sharing through the HCA's "Huddle" platform has ensured that all members of the team have access to information and technical studies as they become available.
- 2.2 Statutory Consultees were also contacted in the course of undertaking the Environmental Impact Assessment and as part of the pre-application process and feedback has been disseminated. Their comments and requirements have been addressed and incorporated in the EIA and planning application process.



3.0 Consultation strategy

- 3.1 It was agreed with the client team that public exhibitions would form the main element of the consultation strategy in order to enable as many local people as possible to view the plans and to have an opportunity to make comments and to discuss any concerns with members of the team.
- 3.2 A target area was defined and a flyer was sent out to advise local residents of two consultation events. (A copy of the flyer is included in Appendix 1). The target area covered some 10,000 properties in the area. The events were also advertised in the Nottingham Post and via an article on the newspaper's website, posted on 21st June 2014 (see Appendix 2). The first event was held at the Gedling Memorial Hall on 23rd June, with a second event at the Mapperley Plains Recreational and Social Club on 27th June.
- 3.3 A separate preview of the proposals was arranged for Members of Nottinghamshire County Council and Gedling Borough Council and a short briefing was provided.
- 3.4 A number of meetings were also held with small groups of local residents and organisations (see below) in response to particular issues and queries as they arose.
- 3.5 When it became apparent that some households within the area had not received the flyer, further round of publicity was arranged to advertise an additional consultation event held on 7th July at Gedling Memorial Hall. A press release was issued on 21st June and the event was promoted through various other means including Gedling Borough Council's website and through social media including Facebook. The proposals were made available to view on the Council's website for those unable to attend the exhibition on 7th July.
- 3.6 A questionnaire was provided to enable comments to be made either at the exhibitions or to be returned later by post or e-mail. A copy of the questionnaire is included at Appendix 3. A dedicated e-mail address was also made available for comments to be made electronically.



4.0 Consultation process and findings

- 4.1 A series of banners was produced on which the background to and details of the proposed scheme were displayed. Representatives from the HCA, the local authorities and the consultant team were available at each of the consultation events to explain the proposals and to answer queries. Those attending were encouraged to comment using a short questionnaire.
- 4.2 The events were very well attended with approximately 1,000 people viewing the proposals over the three events. Approximately 200 written responses were received. Overall, there was considerable support for the proposals, with many people recognising the need for, and benefits of, the new road. A number of issues and queries were raised. As might be expected, the main concerns relate to the potential increases in traffic, the close proximity of the new road to existing properties, issues relating to the selected route and the design and arrangement of junctions. Noise and pollution were also raised as concerns, together with the impact on the local environment and use of greenfield land. The key points made by respondents are summarised below and a full schedule of responses is included at Appendix 4.

Traffic and noise issues:

- Traffic will increase on local roads in the vicinity
- Plains Road is too busy to accommodate any further increase in traffic
- The proposals will alleviate problems in Arnold but create traffic problems in Mapperley Plains
- The volume of traffic will create congestion, noise and pollution problems
- The new road will not be able to cope with all the additional traffic generated by the proposed new development
- The road junctions on Mapperley Plains are too close together
- The proposals will cause disruption and noise during the construction period
- The route is too close to existing housing; it should be sited further away from residential properties
- The route should be extended across Wembley Road to connect with Arno Vale Road
- An alternative route via Lambley Lane, across fields to join the B684 would be preferable
- The route needs better provision for cyclists and pedestrians



- Measures are needed to prevent traffic from continuing to use Arnold Lane e.g. weight limits, speed restrictions, traffic calming
- There should be restrictions on access to Gedling village

Environmental

- There will be noise issues in what is currently a rural area
- The road will have a detrimental impact on Gedling Country Park, on local wildlife and on the environment generally
- The proposed route is too close to Gedling House Woods
- The two lagoons in the Country Park are public amenities with picnic sites and wildlife; the route of the GAR should be moved further south to avoid this area
- The road is on embankment and cuts across greenfield land

Other

- A great deal of money is being spent on a road which will not bring much benefit without significant new infrastructure being provided
- The GAR may encourage new development in the green belt
- There are not enough doctors, schools and other facilities to support additional housing
- The road should be built before any new housing is completed
- There should be a light rail connection to the new road
- More information is required on traffic flows
- Further information and consultation on the plans is needed

4.3 Many of those attending the consultation were aware that the Gedling Access Road was a longstanding proposal that has been included in planning documents for many years. The benefits of the road to the local area were generally recognised, with many local residents considering that it would ease traffic congestion in the area and improve the local residential environment.

4.4 Following the consultation events, the HCA has written to ten individuals and two Councillors providing details of the proposals and the address of the Gedling Planning website. The HCA has also dealt with a number of telephone queries. The County Council has also written in response to queries from a local resident and a Councillor on behalf of a local resident.

4.5 Two meetings were held with the Woodbridge Scout Group to discuss the plans for the GAR and its impact on the Scout Group site. A further meeting is planned.



- 4.6 Meetings have also been held with a small group of local residents from Whitworth Drive and Burton Road concerned about the impact of the proposed junction of the GAR with the A612 Nottingham Road and Burton Road and with the owners of Gedling Wood Farm to discuss access arrangements to the farm.
- 4.7 It is anticipated that further issues will be raised once the planning application has been submitted and the client and consultant team will be available to deal with these as they arise.



5.0 Outcome - changes to the proposals made as a result of the consultation process

5.1 As a direct result of discussions with local residents and others through the consultation process, the following changes have been made to the design of the proposed GAR:

- Re-design of the eastern junction of the GAR with the A612 Nottingham Road and Burton Road to increase the distance from properties in Whitworth Drive and Nottingham Road, Burton Joyce and to enable the creation of a landscape buffer between the road and the residential area
- Re-positioning of the roundabout access to the Country Park and the alignment of the GAR to ensure that the two lagoons which are a valued public amenity are not affected by the new road
- Changes to the Mapperley Plains/GAR junction to remove the left turning slip road; this will aid road safety at and in the vicinity of this junction
- The creation of a hedge along the southern flank of the GAR to screen the acoustic fencing as seen from housing from the Wood Lane area



Appendix 1

Copy of flyer



PUBLIC CONSULTATION EVENT

DEVELOPMENT of GEDLING ACCESS ROAD, NOTTINGHAM

Gedling Memorial Hall, Main Road, Gedling, NG4 3HS

Monday 23rd June 3pm-7:30pm

AND

Mapperley Plains Recreational & Social Club, NG3 5RH

Friday 27th June, 4pm –8.00pm

The Homes & Communities Agency will be submitting a revised planning application for the construction of "Gedling Access Road". The Gedling Access Road is a 3.8km long road linking the A612 Burton Road and B684 Mapperley Plains Road. We are keen to give local residents an opportunity to view the proposed plans and to comment upon them before submitting our revised application to Gedling Borough Council. We will take into account all views expressed and where possible, if positive changes can be made, we will seek to do so.

To this end the plans will be displayed at the above two venues on Monday 23rd (Gedling Memorial Hall) and Friday 27th June (Mapperley Recreational & Social Club) respectively.

We look forward to seeing you there!



Appendix 2

Article in the Nottingham Post 21st June

Views sought on road plan

By **Nottingham Post** | Posted: June 21, 2014

Comments (1)

GEDLING residents are being asked for their views on a new access road which would link two major roads in the area.

The Homes and Communities Agency is submitting a revised planning application to Gedling Borough Council for the construction of the Gedling Access Road – a 3.8km road that would link the A612 Burton Road and B684 Mapperley Plains Road.

Two public consultation events are being held next week, when people can view the plans and make their views known.

They take place at Gedling Memorial Hall, Main Road, Gedling, on Monday, from 3pm to 7.30pm and at Mapperley Plains Recreational and Social Club on Friday between 4pm and 8pm.

<http://www.nottinghampost.com/Views-sought-road-plan/story-21272859-detail/story.html>



Appendix 3

Copy of questionnaire



Development of Gedling Access Road

WYG as planning consultants, in conjunction with the Homes & Communities Agency and Nottinghamshire County Council, are bringing forward proposals for the development of Gedling Access Road. This exhibition gives local residents and members of the public an opportunity to view and comment upon the proposals before the revised application is submitted to Gedling Borough Council. Thank you for attending this exhibition and providing us with your comments.

Name

Address

Email Address

Q1. Do you support the plans you have seen today?

Yes

No

Comment:

Q2 Are you directly affected by the proposals?

Yes

No

Q3 If yes, in what way are you affected?

Please give details:

Q4 Do you have any concerns about the plans you have seen?

Yes

No

Please give details:

Q5 Any further comments or feedback on the proposals?

PLEASE RETURN THIS FORM BY POST TO:

or

BY EMAIL TO:

WYG Planning Consultants

Midsummer Court

314 Midsummer Boulevard

Central Milton Keynes , MK9 2UB

Fax: 01908 357750

garconsultation@wyg.com

By Wednesday 9th July 2014



Appendix 4

Responses to consultation

APPENDIX 1 – DEVELOPMENT OF GEDLING ACCESS ROAD

Q1 Y N	Do you support the proposals? Comments	Q2 Y N	Q3 How are you affected? Comments	Q4 Y N	Do you have any concerns? Comments	Q5 Other Feedback	Date form received	Method
1	Support the new road but not the 900 houses	1	Less noise along Shearing Hill and easier access onto Shearing Hill	1	Houses will bring increased traffic and a burden on the sewerage system	Been waiting 48 years	23/06/2014	Attendance @ Public Consultation Event
1	No. An awful lot of money is being spent on a road which will not have a dramatic effect on area without billions being spent on infrastructure	1	The road is now raised at the end of our road. We will have light and noise pollution. The road looks to be at a higher level than our property.	1	No consultation with properties effected. Original plans show the road cut out not following contour	We were only informed of this event by friends we live at side of proposed road and not informed	23/06/2014	Attendance @ Public Consultation Event
1	Previous plans showed that road would be dug down. The present one will be as high as our house and noise and light pollution unacceptable.	1	Noise pollution, light pollution and privacy. Road will be level to our house in height	1	Yes, previous plans showed that road would be dug down. Road now follows contour of land and removing partial nature reserve	We are directly affected by this, yet we had no communication with regards to today's meeting. Very poor.	23/06/2014	Attendance @ Public Consultation Event
1	Similar plans to those circulated 5 years ago	1	But I would be if infill was allowed between Lambley Lane and Yew Tree Lane	1			23/06/2014	Attendance @ Public Consultation Event
1	The insidious car addicted culture wins again! Like America we try and build our way out of trouble with road building	1	Increased noise, pollution, loss of wildlife habitats!	1	The myth about "relief roads" the so-called "relief" road past B8Q has not lessened the traffic on Gedling/Burton roads.	No	23/06/2014	Attendance @ Public Consultation Event
1		1	I bought my house may 2013. This never came up on the searches! My house is going to sit facing this road I will be affected by long term noise/sight problems whilst works are going on	1	Road sits too close to my house. I have 2 young children who I don't want near a main road. I specifically bought this house as it was tucked away/private and quiet.	The junction at the bottom by my house is too large and an eyesore.	23/06/2014	Attendance @ Public Consultation Event
1	The junction at Lambley Lane driving north towards Spring Lane will give problems if not traffic light controlled	1		1	See previous comment		23/06/2014	Attendance @ Public Consultation Event
1	So sorry to see that traffic yet again leads to destruction of the countryside but can't see any alternative to the dangerous bottleneck of Shearing Hill and misery for residents	1	Not in sense but house is on route but peaceful walks to Lambley etc and genuine misery about loss of Countryside	1	Not clear on noise mitigation. Could the South channel be lower? (round Gedling house to achieve less noise in Gedling. Planting looks excellent but needs more trees in my view to keep noise down. Road surfaces? 40mph is good!	Very disappointed it clips Gedling County Park! Not exactly peaceful! What is the noise mitigation again? How will traffic be discouraged to still use Arnold Lane? Will there be a weight limit (enforced) "obstacles" to slow down etc 30mph limit etc? The footpaths catered for properly? Like the one to Lambley. Not like the dangerous one on new road from Netherfield to B7? I don't believe your noise analysis charts. Noise carries much further from Calwich loop and its new extension - so new road noise bound to drift further.	23/06/2014	Attendance @ Public Consultation Event
1	Yes	1	I use Lambley Lane daily, from my understanding this will now be closed/dissected by the development	1	The new right turn onto the developed road which is the route I'll take when Lambley Lane is closed. It should be a signalled junction.	Is this any part/future extension of a 4th River Trent crossing?	23/06/2014	Attendance @ Public Consultation Event
1	In principle, we do need a by-pass road but the plan is unconvincing! Lambley Lane junction will become traffic hotspot, it is a vital artery into Gedling. Woodborough Road/Plains Road is already nose to tail and will continue with a second junction. The by-pass is not free-flowing and will be stopped by pelican crossing and roundabout.	1	Rush hour traffic and commute to and from Calverton (work place)	1	I would like to see a more free-flowing road aimed to reduce travel times. The entrance should be more thought out (where it starts in Mapperley) if I was travelling from Netherfield (retail park) to Arnold, I would use the shorter and quicker route through the village	This plans seems to bring the proposed 900 residential dwellings that will create 900 cars and with a secondary school close-by.	23/06/2014	Attendance @ Public Consultation Event
1	The massive inclusion on the southern (agoon) area of the Gedling colliery country park. The extra traffic resulting from 900 homes.	1	The additional traffic on Shearing Hill from business use of the retail park and new supermarket	1	No thought to environmental impact on country park	We need a full open meeting on these plans	23/06/2014	Attendance @ Public Consultation Event
1	Missed opportunity to flow over Mapperley top and onto the grass land down towards Arnold.	1		1	As above, need to develop the flow as Mapperley top and take traffic away from Gedling road.		23/06/2014	Attendance @ Public Consultation Event
1	I can appreciate the improvement to Easy/West access but am concerned about the impact on Jessops Lane and Willow Lane from local traffic which will increase when using the new road	1	We will be affected by a new and constant source of noise. The amenity value of the rural landscape will be lost. The proximity of a new "in-fill" area, with development potential is worrying.	1	Yes, the potential for development of the land enclosed by the new road is of real concern because of the impact that any future development will have on the character of the area and infrastructure.	The proposals were not well advertised. We have not received any information about the road proposals or the consultation in spite of the fact that we will be affected. It was quite by accident that we found out about the consultation	23/06/2014	Attendance @ Public Consultation Event
1		1	Effects Gedling country side along with more traffic plus be hard to get access to the country side. Also will spoil views from house looking over countryside.	1	You're just trying to get as much white belt as you can to build on which affects wildlife, nature and greenbelt.		23/06/2014	Attendance @ Public Consultation Event

1	Much more traffic directed to the Colwick loop road will result in longer stand times at traffic lights. Lambley Lane should be retained as a separate road (bridge).	1	Walking routes/road routes/noise/distances. Already with the bus plug one has to travel 2.0 miles more each time.	1	Junctions on the new road shows no details as to access for new housing. So do they all come out onto the old Arnold Lane so more traffic to go into town, no future vision of what will take place in the future.	23/06/2014	Attendance @ Public Consultation Event
1	Length of time enduring disruption, noise and the fact residents have had little voice in planning this route	1	Live on Nottingham Road, Burton Joyce. Road works will directly affect our quiet enjoyment of property and cause considerable disruption	1	They cut through woodland and create a 5 lane highway within metres of our property	23/06/2014	Attendance @ Public Consultation Event
1	In principle. However the prospect of 900 more houses with possibly 1800 more cars in the village is just unbearable to contemplate.	1	Hopefully to relieve traffic on Arnold Lane	1	At the top Junction with Mapperley Plains it will be chaotic! Plains Road is already blocked by traffic at most times during the day	23/06/2014	Attendance @ Public Consultation Event
1	The traffic in Gedling is heavy for the narrow roads so any improvement is welcome	1	Lambley will become a cul-de-sac and free from "rat-run" speeding traffic	1	Purpose of land opposite my property (Glebe Farm Paddock Area)	23/06/2014	Attendance @ Public Consultation Event
1	My concerns are centred on the traffic congestion on Main Road which I hope the scheme will lessen and thereby improve the environment.	1	It could take a lot of traffic and noise away from Main Road but there should be a "local access" only area to prevent rat runs developing	1	That heavy traffic will continue to use Arnold Lane/Main Road and that the housing development will increase traffic levels before the new road is built	23/06/2014	Attendance @ Public Consultation Event
1	I predict phase 1 will go ahead, people will make money building a new estate and phase 2 will rail making it worse for residents in the village on Main Road	1	I live on Main Road	1	Housing development could add to traffic and may spoil the country park environment.	23/06/2014	Attendance @ Public Consultation Event
1	Strongly opposed to new road being used to support plans for Aerobic Digestion Plant (strongly opposed to a plant)	1	Traffic volume/speed along Shearing Hill	1	Phase 1 a success 900 new homes bringing 1000+ new cars and phase 2 which offers no financial benefit to anyone will be forgotten.	23/06/2014	Attendance @ Public Consultation Event
1	Yes support lightening the load of busy traffic through our village but do not support the housing estate building prior to phase 2.	1	Possible road noise	1	Hope natural beauty of Gedling to Lambley footpath is preserved	23/06/2014	Attendance @ Public Consultation Event
1	I live on Brooklands Drive and have boys that to CLW the traffic when the children are going to school is crazy. My son got knocked over last year crossing Shearing Hill.	1	Live on busy main road subject to heavy congestion and speeding vehicles directly through our village. Large HGV vehicles/petrol tankers thundering alone then breaking last minute at the Shearing Hill/Wood Lane bend. Difficult to get off drive way concern for children's safety when walking to/from school.	1	New proposed housing estate being built before Phase 2 complete. This will increase our volume of traffic on an already dangerously busy road. Phase 2 needs to be complete before housing estate	23/06/2014	Attendance @ Public Consultation Event
1	Don't want housing complex too close to Arnold Lane. Also less houses.	1	Arnold Lane will still be a busy road. Too many houses opposite and loss of green fields	1	Continued heavy use of Arnold Lane. Need to make it for light vehicles only and or access only.	23/06/2014	Attendance @ Public Consultation Event
1		1	Live on Lambley Lane but expect to benefit from reduced traffic noise outside our house	1	We would like to see the work going ahead asap.	23/06/2014	Attendance @ Public Consultation Event
1		1		1	Is there a proposal to weight restrict Arnold Lane (7.5 tons) and enforce speed limits please?	23/06/2014	Attendance @ Public Consultation Event
1		1		1	My concern is that Phase 1 will be completed (5 way roundabout) housing will then be developed and then funding will be withdrawn and consequently the two ends will not be joined up. This scenario would result in even more traffic up the congested Arnold Lane. Need to be assured that if phase 1 goes ahead that the road is completed at top and bottom.	23/06/2014	Attendance @ Public Consultation Event
1		1	Living on the Plains estate, concern regarding access to Mapperley Plains. However, pleased to see that no plans at the moment to extend the road into the field near Wembley Road and Gedling Road.	1	Water run off in direction of Lambley impact of road on existing flooding issues	23/06/2014	Attendance @ Public Consultation Event
1	Would like to see more detailed overlay of existing boundaries, proximity with existing buildings/plots	1	I regularly use footpath (PRW) from Gedling to Lambley adjacent Gedling wood.	1	Interested to know outcome/plan for Glebe Farm plot/building - whether further development opportunities exist	23/06/2014	Attendance @ Public Consultation Event

1	Concerned at the cycle path/pedestrian way. Cyclists journey would be interrupted by need to cross side roads and crossing points at ATTs. Any cyclepath should allow for continuous cycling without losing right of way at junctions	1		Hopefully relieve traffic on Shearing Hill	1	Building of some houses before the road is opened		23/06/2014	Attendance @ Public Consultation Event
1	Why build a road to connect Burton Joyce to Mapperley? Cars coming from Cowick loop will still use Shearing Hill. The Housing development can be serviced from Mapperley top without going to Burton Road.	1		The new road passes close to the top end of Glebe Farm also Glebe Farm and the trees will all go. Noise and pollution factor also conservation of trees	1	A complete waste of time and money if it had any feasibility it would have been done in 1986.		23/06/2014	Attendance @ Public Consultation Event
1	Badly planned and thought out a complete waste of funds road to nowhere.	1		Cannot see where extra traffic goes past Morrison's and past speed cameras	1	How do you enforce the speed limit		23/06/2014	Attendance @ Public Consultation Event
1	The road should be built before any housing is completed.	1		This will not fully solve the traffic problems for the future. With the extra developments on Spring Lane, Chase Farm and Gedling Colliery site, and Teal Close and the potential for the 4th Trent crossing.	1	The detail does not cover fully the concern over the retention of Top water sewerage to cover the event of a cloud burst overwhelming the system.		23/06/2014	Attendance @ Public Consultation Event
1	Where will the cycle path that goes past the bus plug onto Burton Road go?	1		I live on Shearing Hill and hopefully there will be a big reduction in traffic	1	My concern is that houses will be built before the road is built. Traffic will be horrendous.		23/06/2014	Attendance @ Public Consultation Event
1	The road Lambley Lane is the main road I use. At the T junction on the plans show no form of traffic control so could be hard to get out.	1				all I can see is the council wanting to build more houses on fields surrounding open country side		23/06/2014	Attendance @ Public Consultation Event
1	Concerns: 1) proximity to boundary of Gedling Country Park & impact of developments/road noise on wildlife; 2) size of housing developments planned and impact on local infrastructure; 3) impact on Gedling Wood farm - loss of land etc; 4) loss of habitats along the planned route. Re planting is not a sufficient replacement for existing habitats; 5) access to Lambley via Lambley Lane will be difficult; 6) considerable implications on residents and business proprietors on Lambley lane etc	1		Not sure about direct impacts (personally) - aware there will be large direct impacts for those along development route	1	Would like to see a detailed plan of how the development is being considered alongside the development of Gedling Country Park. Complications in the no of different organisations involved should not prevent this.		23/06/2014	Attendance @ Public Consultation Event
1	Yes with reservation	1		Benefit from cutting down traffic via Burton Road playing field area	1	Protection to borders of nature reserve and joining two drainage areas (Mapperley Plains and Stoke Bandolf catchment) and over loading ???		23/06/2014	Attendance @ Public Consultation Event
1	If the road was built first it would help tremendously. This road has been promised since before I moved here in 1983.	1		Only by the amount of traffic	1	The bypass road must be built before any development takes place adding to the traffic		23/06/2014	Attendance @ Public Consultation Event
1		1		Will involve a longer car journey to visit family - pollution?	1	Very confusing for lay people		23/06/2014	Attendance @ Public Consultation Event
1	It will alleviate the heavy traffic presently on Arnold Lane	1		We live on Arnold Lane. The amount of traffic has increased to an unacceptable level. It is too noisy to open windows and very busy to cross the road etc	1	only that we would like some kind of restriction to traffic to use the existing road once the new road is built		23/06/2014	Attendance @ Public Consultation Event
1	Will bring relief to the present road through Gedling village and will improve safety if completed	1		Live in close proximity to GAR (Glebe Farm View)	1	The number of homes proposed on this site. Lack of open fields/sports facilities		23/06/2014	Attendance @ Public Consultation Event
1	It seems to be reasonable	1			1	Will seriously compromise attractiveness of country park as a recreational amenity/nature reserve.		23/06/2014	Attendance @ Public Consultation Event
1	As long as I get a sound barrier I will be happy.	1		It will stop large vehicles coming through Gedling and also leaves room for the wildlife park	1	Access to Lambley from Gedling village more difficult. If phase 2 not completed concerned that traffic will actually increase		23/06/2014	Attendance @ Public Consultation Event
				Closest house off Wood Lane	1	When will it be built?		23/06/2014	Attendance @ Public Consultation Event
					1	Yes - Noise - can someone please contact me to discuss options?		23/06/2014	Attendance @ Public Consultation Event
					1	Plans differ from what was presented to me when I bought the house 2 years ago.			

1				1	Access from Arnold Lane		1		1	The road needs to be completed as part of a combination of housing need / educational need as well as transport issues. Pavements need to meet the needs of disabled users.	23/06/2014	Attendance @ Public Consultation Event
1			1				1		1	Our main concern is to ensure that none of the drainage is connected to existing systems.	23/06/2014	Attendance @ Public Consultation Event
1			1				1		1	Was adequate consideration to new developments i.e. Sainsbury's, M&S, Aldi?	23/06/2014	Attendance @ Public Consultation Event
1			1				1		1	Can you supply the traffic flow numbers for Shearing Hill / Arnold Lane pre and post the opening of the extension of the loop road as I'm not aware that traffic flow has increased over the past few years.	23/06/2014	Attendance @ Public Consultation Event
1	Unsure as to the justification with the A50 and the Colwick Loop Road extension. I'm not sure where the traffic along the proposed road will be travelling to / from.									The 2 junctions at the Woodborough Road end of the scheme seem very close together.	23/06/2014	Attendance @ Public Consultation Event
1	Concerned with Arnold Lane being connected to Access Road. The quickest way to Victoria retail park is to use Arnold Lane from Mapperley Plains.		1		Arnold Lane is going to be just as busy as the shortest way to the shops is via Arnold Lane.		1		1	Arnold Lane needs a traffic deterrent to prevent Lorries using Arnold Lane as a run through. Weight restriction, speed humps etc.	23/06/2014	Attendance @ Public Consultation Event
1			1		Noise and Light pollution		1		1	Please can Gedling Borough Council ensure that we are kept informed when planning in the area. We never receive leaflets / info.	23/06/2014	Attendance @ Public Consultation Event
1	Not enough detail about the increase in traffic on Mapperley Plains. Gedling Road and Arnold Hill School.		1		Increased traffic on Gedling Road. Protecting children on Gedling Road - traffic speeds down the hill already.		1		1	Map on the leaflet in unclear. Leaflet received at 18:50 today!	23/06/2014	Attendance @ Public Consultation Event
1	Not enough information about the increased traffic along Mapperley Plains and Gedling Road to the school.		1		House backs onto Gedling Road near to the Arrow pub		1		1	Received leaflet about consultation at 7pm on 23/6/14 - consultation event ended at 7:30pm. Leaflets still being delivered in our area so I believe most people won't be aware. Seems little effort to consult.	23/06/2014	Attendance @ Public Consultation Event
1	Agree with the re-development of the old Gedling Colliery area. Cycling / Country Park / Residential - very good.		1		Improve access to Arnold Lane		1		1		23/06/2014	Attendance @ Public Consultation Event
1	Needs adjustments for moving away from Gedling House Woods		1		Committee member of Gedling House Woods.		1		1	In principle it's good, but needs minor adjustments around Gedling House Wood.	23/06/2014	Attendance @ Public Consultation Event
1	I welcome this plan after many years of suffering the traffic, noise and pollution of Burton Road.		1		Living on the old Burton Road between Whitworth Drive and Shearing Hill - hopefully there will be less traffic and traffic hold ups on this part of the road in the future.		1		1		23/06/2014	Attendance @ Public Consultation Event
1	No categorical support. I can see that it removes east-west traffic from the local area but do not like the effect on local rural land and amenity. Amenity and landscape are a very big plus for living in this part of Nottingham.		1		We will be affected by noise and light pollution due to the position of our house near Harvey's Plantation. We will be affected by additional traffic.		1		1	We received no leaflet regarding the public consultation event at the memorial Hall. We found out via a family member. How many houses north of Memorial Lane were not in receipt of a leaflet?	23/06/2014	Attendance @ Public Consultation Event
1	I am Church warden at Gedling Parish Church and a trustee of the Memorial Hall and even though I do not live in the village, I am often here. Being well informed I can reassure the anxious.		1				1		1	I am pleased that the sad loss of the ancient Gedling Wood will be made good by tree and shrub planting. I hope that any cutting and embankment will be seeded with flowers.	23/06/2014	Attendance @ Public Consultation Event
1					Maybe. Wood Lane is currently a private road. If this privacy is maintained and the road can not be used by construction traffic then all is well.						23/06/2014	Attendance @ Public Consultation Event
1			1		As both a regular user of Lambley Lane / Shearing Hill and a local resident.				1	I am not persuaded that the junctions have been fully considered e.g. Those crossing the route to and from Lambley from Gedling.	23/06/2014	Attendance @ Public Consultation Event
1			1				1		1	About time. Sooner rather than later.	23/06/2014	Attendance @ Public Consultation Event
1	Do the traffic volumes in Gedling require this scale of Development?		1		Live close by. Supporter of the new country park.		1		1	Plans don't show how you will be able to cross the road. Will there be crossings, bridges, underpasses?	23/06/2014	Attendance @ Public Consultation Event
1							1		1		23/06/2014	Attendance @ Public Consultation Event

1	Overall the scheme is satisfactory. Some concerns over infrastructure to support new housing.	1	1	1	I feel that there should be some restrictions on access to Gedling Village. There would be a temptation for traffic to ignore the new route after the first mini-island. (Weight restriction, traffic calming, restricted access to Gedling Village would help but not the total solution)	23/06/2014	Attendance @ Public Consultation Event
1		1		1	As we have been down this road before one wonders if it will ever happen.	23/06/2014	Attendance @ Public Consultation Event
1	There is far too much traffic / heavy lorries travelling through Gedling Village.	1	1	1	I need to access the village via Lambley Lane to Shearing Hill to Stoke Lane.	23/06/2014	Attendance @ Public Consultation Event
1	Concerned as to the necessity of losing land at Pepper Pots.	1		1	As a member of 3W Scout Group	23/06/2014	Attendance @ Public Consultation Event
1	There should be more room between road and woods.	1		1	Committee member of friends of Gedling House & Woods.	23/06/2014	Attendance @ Public Consultation Event
1	Representing Friends of Gedling House Woods (FGHW)	1		1	FGHW acquisition of land from woods.	23/06/2014	Attendance @ Public Consultation Event
1	Yes to the road, no to the housing development	1		1	We will be worse off than before due to the proximity of new housing and loss of green fields opposite our house.		Attendance @ Public Consultation Event
1	Will help flow of traffic onto Colwick Loop Rd	1		1	Use Arnold Lane currently to access Colwick Loop Rd. Nightmare.	27/06/2014	Attendance @ Public Consultation Event
1	Looks good. Long overdue, particularly for the village and improves route to Burton Joyce	1		1		27/06/2014	Attendance @ Public Consultation Event
1	Concerned as it is very near to Pepper Pots. Concerns over noise volume and impact on the wildlife. Also the roundabout is very close to our entrance. Could cause issues.	1		1	Live and run the Kennels on Lambley Ln.	27/06/2014	Attendance @ Public Consultation Event
1	This new road is not going to solve any traffic problems. The traffic in Mapperley comes to a standstill every morning and evening. This road will only exacerbate the situation. The 900 houses that are going to be built will then add to the number of cars using that route. There seems to be no purpose to this apart from providing a road infrastructure to enable the building of more houses. The amount of traffic passing through Gedling does not currently warrant a bypass.	1		1	Trying to get anywhere.	27/06/2014	Attendance @ Public Consultation Event
1		1		1	We are concerned about the pollution, additional traffic and being able to see the road from upstairs at our house.	27/06/2014	Attendance @ Public Consultation Event
1	Only partly	1		1	Extra traffic / congestion on Mapperley Plains and Gedling Road which will result from the number of new homes proposed on the site - anything from 300 minimum to 12,000 in total	27/06/2014	Attendance @ Public Consultation Event
1	Transport connections need to be developed for it to be successful. Tram / train link on the gt northern line to the city.	1		1	Transport, Education., Medical centre development required. Re-open the railway line and park and ride to the City from the colliery.	27/06/2014	Attendance @ Public Consultation Event

1	Plains Rd - 2 sets of traffic lights Gedling Rd and new access Rd - How would you affect traffic in rush hour? I like the plan to make Lambley Lane a cul-de-sac.	1	Our house is very near to the proposed roundabout giving access to the bypass. The proposals will solve a longstanding problem with traffic speeding down Lambley Lane	1		1	Hundreds of houses are being built and the traffic is going to be directed onto existing grid-locked roads.		If the access to Mapperley Plains Rd can be handled in a way which eases rush hour traffic rather than exacerbating it, then I would back these plans wholeheartedly.	27/06/2014	Attendance @ Public Consultation Event
1	Will cause even more grid lock on Mapperley Plains. Whole route needs revising onto alternate on Mapperley Plains.	1	We live directly opposite the junction on Mapperley Plains.	1		1	I have been told that there will only be phase 1 of the road then 300 houses are to be built to facilitate with money to build the rest of the road. While this is happening 300 families will be living in the new houses which means 600 cars. This means that Arnold Lane will still have congestion with the extra 600 vehicles. So you are building a partial road to build houses without the rest of the road. Madness! It is so bad around here with cars and lorries, make it worse why don't you!		What more can local people do to protest. We have had public meetings etc. It is not an acceptable working road plan.	27/06/2014	Attendance @ Public Consultation Event
1	Increase in traffic - plans to cope with that and existing traffic seem inadequate.	1	Concerns that traffic using our road will increase further. Currently used a 'rat run' during peak times.	1	See Q3	1	Public transport is inadequate for new developments (e.g. Spring Lane). Will there be increased services for this development?			27/06/2014	Attendance @ Public Consultation Event
1	This road is not needed. None of your voters asked for it!	1	Traffic Poor utilities	1	We the people of Gedling do not need more houses or roads in this area	1	Listen to the people,			27/06/2014	Attendance @ Public Consultation Event
1	Main concern is the extra junction onto Plains Road and that adequate provision is made for traffic coming down Gedling Lane passing schools	1	I live on Lambley Lane and one of the spur roads comes out very near my house. I would welcome traffic calming measures	1	See Q1.	1				27/06/2014	Attendance @ Public Consultation Event
1	Not without being able to see more clearly what the development will look like and how it affects the landscape. The technical drawings are not enough.	1	Our home is directly within close proximity of the development and our view stretches almost the entire development. Therefore we will suffer all the problems of having a major building project during construction phase and potentially ruin our home.	1	Not enough detail given to describe clearly what it will end up looking like and what the thought process / rationale was for the designs. Not against the road - just don't understand well enough even after today.	1	Please provide visuals, i.e. photographs / visual impressions of what the proposals are / will look like. This would help.			27/06/2014	Attendance @ Public Consultation Event
1	With reservations. 1) Need to ensure filter traffic signal for right turn from Mapperley Plains onto Gedling Road with sufficient time for queuing traffic to clear the junction. 2) Need to lengthen central reservation to prevent illegal turns into and out of Bailey Drive, which currently frequently happens.	1	I live on Mapperley Plains and already struggle to get in / out of my drive in peak periods. Concerns for safety at the beginning and end of school day.	1	Impact on traffic levels on Mapperley Plains, Gedling Rd and Arno Vale Rd. In particular near the 2 schools on Arno Vale Road. Improved crossing facilities for school children and parents.	1	I fail to understand why the scheme does not continue onto the void left empty alongside Gedling Rd for this purpose and join up directly with Arno Vale Rd			27/06/2014	Attendance @ Public Consultation Event
1		1		1	The 2 lagoons in the country park are meant to be public amenities with picnic sites and wildlife. Can the access road be curved slightly further south to make this a more attractive area for wild life and residents? There is an outlet for water from the eastern pond. Re-sloping the road may mean less construction work here.	1				27/06/2014	Attendance @ Public Consultation Event
1	In principal	1	My concern relates to the increased traffic flow from Spring Lane and moving towards Nottingham. At the moment, to turn right down Gedling Rd at the traffic lights at the top of Arnold Lane one has to take an almost lethal choice because vision is so restricted. This can only become worse with the amount of traffic flowing along Mapperley Plains in both directions.	1		1	To agree with these plans I must ask for phased traffic lights to allow safe access to the Gedling Rd from Plains Road.			27/06/2014	Attendance @ Public Consultation Event

1	Concern over the effect of traffic on Mapperley Plains.	1					Length of road from new rd to Arnold Lane / Gedling Road and problem with turning right.					27/06/2014	Attendance @ Public Consultation Event
1	Creating the new estate and building the road through fields past the lagoons which has just been created for footpaths of the country park.	1					Having 900 houses built across the road, creating noise we will loose the hedgerows and have houses facing onto Arnold Lane.					27/06/2014	Attendance @ Public Consultation Event
	Not entirely. The road is needed to lessen traffic through Lambley but the feature need more thought.	1						1	1) Access to Pepper Pits and its reduction in size. 2) Crossing Lambley Lane 3) Two junctions on Mapperley Plains			27/06/2014	Attendance @ Public Consultation Event
1	Why do we need to destroy Gedling Wood to service a development on Chase Farm? Cuts off access to Country Park from Gedling.	1					Obstructed access to Country Park. Obstructing Lambley Lane with traffic road junctions, this is a quiet road! Use of mineral line as a quiet walk.			1	Destroying a countryside environment in Gedling Woods. Increase congestion on Arnold Lane	27/06/2014	Attendance @ Public Consultation Event
1		1						1	1	1	Consideration should be given to improve right filtering off Plains Rd onto Gedling Rd.	27/06/2014	Attendance @ Public Consultation Event
1		1						1	1	1	Informed today of no intention of altering the bus plug on the A612 and traffic coming down Whitworth Drive will be unable to turn right. Still very traffic at peak times since opening the Bus Plug.	27/06/2014	Attendance @ Public Consultation Event
1	Had a lively discussion with engineer and highways with proposals of change of design for Whitworth Drive / Nottingham Rd junction. We are going to email them with some changes to consider.	1					The new rd is 8 metres approx from my property.			1	See Q3	27/06/2014	Attendance @ Public Consultation Event
1	Please don't develop the green fields behind Ramsey Drive.	1					Additional traffic along Mapperley Plains going into town.			1	Additional traffic - Gedling Rd and Mapperley Plains	27/06/2014	Attendance @ Public Consultation Event
1	Support development of new houses and concerned regarding the capacity of Mapperley Plains. 6684 to take additional bus/car routes out of town.	1					New road feeds into already busy road. This is classed as a B road.			1	Capacity of Mapperley Plains to support additional traffic. I would like to see data used, not just results of modelling.	27/06/2014	Attendance @ Public Consultation Event
1	Concerns regarding the 2 junctions within 200 yards on Woodborough Rd.	1					I live at 27 Osgood, almost directly opposite the proposed new junction with A645, road noise, pollution, extreme traffic speed.			1		27/06/2014	Attendance @ Public Consultation Event
1		1					Use Arnold Lane on a daily basis commuting to work - shopping at Netherfield Retail Park			1	Disruption to traffic and volume of traffic during building works.	27/06/2014	Attendance @ Public Consultation Event
1	Increased traffic on Mapperley Plains which is already very busy at peak times and unable to cope.	1					Live in close proximity to Mapperley Plains - increase in traffic will affect Summersby Rd Junction.			1	With the number of dwellings and other units there could be in excess of 2000 vehicles in the area and the new access road will not be able to cope.	27/06/2014	Attendance @ Public Consultation Event
1		1								1	Ensure there are full cyclepaths along the road	27/06/2014	Attendance @ Public Consultation Event
1	Subject to a filter being installed at Plains Rd onto Gedling Lane. I have complained about this many times along with other residents. Expected it to be done in recent work there, but again, no filter. We have to break the law every time at this junction and it can be very dangerous in heavy traffic. Will someone now notice at this point!	1										27/06/2014	Attendance @ Public Consultation Event
1	Do not think this is going to solve anything.	1					Volume of traffic and congestion on Mapperley Top. Noise			1	The new road ends opposite a length of Green Belt land which runs next to our home. There are no certainties that this wont be delivered. Why not redevelop existing housing rather than use up more land?	27/06/2014	Attendance @ Public Consultation Event

									Mainly increased traffic to the area.			27/06/2014	Attendance @ Public Consultation Event
									I suggest the new road would be better sited if taken further over away from housing to join near to the Woodborough Rd junction.			27/06/2014	Attendance @ Public Consultation Event
									See Q1			27/06/2014	Attendance @ Public Consultation Event
									1 Takes traffic away from our house.			27/06/2014	Attendance @ Public Consultation Event
									Another 900 houses in the area will add to the traffic. Also there will not be enough doctors, schools etc. to deal with more people in the area.			27/06/2014	Attendance @ Public Consultation Event
									See Q1			27/06/2014	Attendance @ Public Consultation Event
									1 Raising of Road Cross of Green Field More people / traffic Making an already large population even larger			27/06/2014	Attendance @ Public Consultation Event
									Can visual calming be added to try and slow traffic?			27/06/2014	Attendance @ Public Consultation Event
									How the junctions will work supporting local traffic users. Will they always have 2nd priority, if so this may force Gedding traffic up West Dale Lane.			27/06/2014	Attendance @ Public Consultation Event
									There is an obvious alternative route from Gedding - along Lambley lane, halfway to Spring Lane and across the field to join the B684. This would avoid the heavily built-up area near Sainsbury's.			27/06/2014	Attendance @ Public Consultation Event
									The volume of traffic on Mapperley Plains is already excessive and will increase with new houses, traffic on new road and traffic using pit site when developed.			27/06/2014	Attendance @ Public Consultation Event
									The future of Arnold with the Green Belt land down from Plains Road to Arno Vale Road.			27/06/2014	Attendance @ Public Consultation Event
									They are eliminating a problem in Gedding and creating a huge problem on Mapperley Plains			27/06/2014	Attendance @ Public Consultation Event
									Yes, it cuts across land that is rural and through the woods. If I had wanted a property near a 3 lane road I would have bought one.			27/06/2014	Attendance @ Public Consultation Event
									Regular traveller along Mapperley Road and nearby residents.			27/06/2014	Attendance @ Public Consultation Event
									Traffic build up on Mapperley Plains due to extra traffic and traffic lights			27/06/2014	Attendance @ Public Consultation Event
									Build up of traffic on Mapperley Plains			27/06/2014	Attendance @ Public Consultation Event

1	Total disregard for the residents new the new T-Junction onto the Plains Road.	1	T-Junction on Plains road is opposite our house. Noise & pollution Headlights from right turners directly into our garden and house.	1	Congestion and noise and pollution on plains road, particularly through the new lights to the existing lights.	27/06/2014	Attendance @ Public Consultation Event
1	Do we really need another road? Even for new housing, why not widen existing road.	1	Traffic flow for the Mapperley Plains Rd will increase - no pelican crossing on the plains road which needs a crossing now	1	More wildlife lost. It is too near the Carlton Le Willow School Playing Fields. Is it really needed? Prevention of traffic continuing to use old route as a through road - speed limits, traffic calming, weight restrictions.	27/06/2014	Attendance @ Public Consultation Event
1		1	Hopefully, traffic reduction to improve local environment.			27/06/2014	Attendance @ Public Consultation Event
1	Long over due	1			1) Concerned that the GAR joins Plains Rd rather than going underneath and joining up with the Arno Vale Rd by the Arrow PH. Traffic from Arnold to Gedling now have to negotiate 2 junctions. A direct route under the Plains Rd would avoid this. It would also reduce the height of the embankment needed. 2) Concerned that the route effectively cuts off the future possibility of re-opening the Mapperley Tunnel. This would be virtually impossible with this proposed route.	27/06/2014	Attendance @ Public Consultation Event
1					What detailed consideration has been given to the people between 231 - 237 Mapperley Plains? Has consideration been given to the fact that the proposed junction with B667 Mapperley Plains will bring a large volume of traffic onto a narrow section of road and that north bound traffic will meet a busy section of road in the region of the new Sainsbury and the roundabout at the top of Spring Lane? A more sensible solution would be to take traffic along Lambley Lane, then turn left half way up Spring Lane and then behind Spring Lane Farm to meet the B667 near the top of Catfoot Lane. This will avoid the narrow pinch point near the Sainsbury Store.	30/06/2014	Attendance @ Public Consultation Event
1	The proposed road is a 'sing plaster' which will not cope with the projected 800 houses on Teal Close let alone the 900 on the Colliery site.	1	Parts of Gedling House Woods (a popular walk full of important wildlife) will be lost to the new road - quite uselessly.	1	HGV's currently using Shearning Hill will not use the GAR unless they are legally required to do so. A weight restriction through Gedling is necessary.	30/06/2014	Post
1	Yes - but I think that the plans will be inadequate for the volume of traffic which it will have to cope with. A single carriage road will not be enough for the volume of traffic. The arrangement for traffic coming off the new road and joining Burdon Rd seems inadequate for the traffic - very vague plan.	1	People who live in and near Gedling Village / Shearning Hill have had to suffer from heavy lorries and vans etc for at least 20 years.	1	Yes - Plans are inadequate I am very suspicious that the roundabout on the Colliery site will be built first and then a public enquiry will be held to consider the road plans.	30/06/2014	Post
	Traffic through Gedling on Shearning Hill and Gedling is appalling.						
1	I agree that Gedling Village requires a by-pass and I am in favour of the GAR from the A612 as far as the proposed roundabout on Arnold Lane. However, I am not in favour of the section from there to a new junction on the B664.	1	We are already affected by the high volume of traffic on the B664 which crowds at peak times. An extra junction on the B664 only 170 yards from the Gedling / Arnold Lane junction would add severely to the tailback of traffic along the B664 and consequently to the tailback on Gedling Road. At peak times traffic is tailed back on the B664 from the junction with Spring Lane to the Gedling Road / Arnold Lane junction. Another junction would cause the tailback to be much longer.	1	Preventing NE bound traffic from turning right onto Arnold Lane would mean even more traffic travelling on the B664 towards Spring Lane. At peak times traffic can't cross the Gedling Rd / Arnold Lane junction when the light is green due to the tailback of traffic. This would become worse.	01/07/2014	Post
1	I support most of the proposals to by-pass Gedling Village but I do not support the idea of a new junction on the B664. This is not necessary as traffic can get to the B664 via Arnold Lane as at present from the proposed new roundabout.	1	At peak times traffic is tailed back on the B664 from the junction with Spring Lane to the Gedling Road / Arnold Lane junction. Another junction would cause the tailback to be much longer.	1	My only concern is the proposed new junction on the B664. This would create another set of traffic lights only 170 yards from Gedling Road / Arnold Lane. Emerging from Chartwell Grove it is difficult at times now, it would become even more difficult.	01/07/2014	Post
1	Because of traffic on Shearning Hill. No more homes should be built until infrastructure is in place.	1	Can't get on and off our own drive at several points of the day. Noise - speeding traffic. No speed signs Dare not cross the road at busy times.		Should be started at the busiest points.	01/07/2014	Post

1		1			1				01/07/2014	Post	<p>I enclose a cutting from Nottingham Evening Post (28th June) from which it is obvious that it is all practically 'done and dusted'. Having owned this property since 1959 I have seen many changes. There are now lights and cycle crossings to top of Arnold Lane and Gedling Road. A new cycle track has recently been installed. Approximately 28 times per week the Plain Rd from Nottingham is blocked with traffic from Westdale Lane to Lambley Lane and is already at saturation point. It is understood that the proposed plans that the GAR exit onto Mapperley Plains will also have traffic controls. So far the cycle track is hardly used and cyclists are still using the road.</p>
1	<p>The plan is very good. Consideration given to all arguments previously raised in the past years. I wholeheartedly support the proposed plan.</p>	1			1	<p>This will relieve much of the traffic congestion through Gedling Village which has, and increases to, make living a difficulty in Gedling.</p>			25/06/2014	Scan / Email	<p>The proposed access road has been very seriously thought out to give all safe and easy use of the road.</p>
1	<p>Previous promises were made that no houses would be built until the relief road was in place. We feel let down that only phase 1 is being built with no promise of a date for phase 2.</p>	1			1	<p>Shearing Hill is already too noisy and extremely busy and is likely to get worse with the Teal Close, Sainsbury and Gedling country Park developments. The phase 1 construction would bring lorries and vehicles from 300 houses, schools etc.</p>			26/06/2014	Scan / Email	<p>I would prefer the phase 2 section of the road to be built first which would provide a road for construction traffic to use for construction of phase 1 road and houses.</p>
1	<p>The plans are detailed and informative</p>	1			1	<p>The GAR will reduce traffic congestion throughout Gedling.</p>			25/06/2014	Scan / Email	<p>A lot of thought and care has been taken into consideration to ensure a safe and easy access route.</p>
1	<p>We would like to have a further consultation with immediate residents affected at the A612 end of this road with the appropriate Department.</p>	1			1	<p>The road will be extremely close to us and we will be affected by the noise and the visual impact regarding lights etc</p>			30/06/2014	Scan / Email	<p>Concerns over: Standing Traffic Noise Disturbance Lights</p>
1		1			1	<p>The closeness of the road will cause considerable noise and pollution. We currently have no traffic noise - we only hear birds hence the reason for buying the property. Property valuation will decrease.</p>			26/06/2014	Scan / Email	<p>I would just like to add that even after my conversation with your office on Tuesday you still have not leafleted the residents of Almond Walk, Yew Tree Lane, Sapale Close, Greens Farm Lane, Acorn Drive, Willow Lane, Oak Tree Drive to name but a few in the surrounding area. When I have spoken to a number of people about the consultations they all expressed surprise and disappointment at not being given any notice regarding the dates, times and venue. How can you expect people to give their comments about how they feel if they don't know anything about it.</p>
	<p>The exhibition about the proposed access road was unsurprisingly popular. It was difficult to take in the information in such a crowd. We look forward to reviewing the plans on the internet and would be grateful if you could let us know when they have been uploaded.</p>								23/06/2014	Email	

1	Up to a point...if it diverts traffic from Shearing Hill. Need to enforce weight restrictions and speed limits on Shearing Hill with physical deterrents.	1	I could be.													07/07/2014	Attendance @ Public Consultation Event
1	These plans have stopped access to many older generations for walking their pets to areas they have used for over 40 years.	1	No easy access to the park over the main traffic line. Not easy for the elderly who still enjoy walking.													07/07/2014	Attendance @ Public Consultation Event
1	The plan does nothing to help prevent the use of Jessop's Lane and Willow Road as a rat run. Diverting traffic from Arnold Lane to the new road may make this worse, for cars not heading to Morrison's/Cowick Loop Rd.	1	See Q1. The new road has a planned outlet onto Lambley Lane near the Jessops Lane junction, which will cause increased flow through Jessops Lane. I am also a user of the Gedling Country Park and do not like the impact of the proposed road on that environment.													07/07/2014	Attendance @ Public Consultation Event
1	Although I don't live in close proximity to the new road, with living to the east of the city, I do travel by car in this area frequently.	1														07/07/2014	Attendance @ Public Consultation Event
1	Brilliant. Build it now.	1	The traffic should be calmer through the village.													07/07/2014	Attendance @ Public Consultation Event
1	Good to relieve traffic from around Arnold Lane.	1	The proposed housing development is opposite our property.													07/07/2014	Attendance @ Public Consultation Event
1	Glad and relieved that Gedling House and the Woods will remain largely untouched. There will be an increasing need to relieve traffic congestion on Arnold Lane/Shearing Hill	1	Close proximity to the planned new roundabout and to the proposed new housing development. During construction at the Arnold Lane end.													07/07/2014	Attendance @ Public Consultation Event
1		1	Access to Lambley village from Jessops Lane via Lambley Lane reduced.													07/07/2014	Attendance @ Public Consultation Event
1	Understanding that this plan is happening I support it as I know that it won't happen. I will continue to support it as long as minima; affect is had on the Peppercots Scout ground and the activities held there. The safety of the children/young people needs to be considered.	1	I am Scout Leader at 3rd Woodthorpe Scouts. Therefore, the programme we plan and run for the young people may need to be altered due to our restricted grounds. The developments also effect our main fundraising event which will in turn limit what we can provide for our members and the local community.													07/07/2014	Attendance @ Public Consultation Event
1	Looks good. Long overdue.	1	Local Resident													07/07/2014	Attendance @ Public Consultation Event
1	Yes, within reason. Worried for the safety of young people. Access is already an issue and this may cause further issues with cyclists and large amounts of cars/pedestrians in and out at the beginning and the end of meetings.	1	Losing land on Scout ground. This is the area we use for our main fundraiser. There is also an area around the bottom of the Peppercot that is used for survival style activities which we will not be able to use.													07/07/2014	Attendance @ Public Consultation Event

1	A much needed road to relieve the amount of traffic through Gedling Village.	1	1	1	The plains area of Mapperley is already at saturation point in terms of traffic and population needs. This proposal is likely to send more traffic into the area, bringing a gridlock situation from the city for several miles.	1	In practical terms, I think you have not thought out access arrangements for the surrounding housing or the country park.	07/07/2014	Attendance @ Public Consultation Event
1	This is a very short sighted plan. I recognise all of the traffic issues, but all this will do is shift the problem to Burton Joyce.	1	1	1	The road will pass in close proximity to my home.	1	Many residents walk the paths around fields in this location. Their route will now be disturbed by a new road. It appears that it will not be possible to access Spring Lane by car by travelling directly along Lambley Lane. I understand that it will be necessary to do a lefty turn to a roundabout which then you have to go right around then back again?	07/07/2014	Post
1	The current proposed route is too close to Gedling Village and should be moved further towards Spring Lane - preferably along Spring Lane to avoid bi-secting the new Country Park. In fact, the new houses on Spring Lane should not have been built to allow this to happen - then fewer residents would be affected.	1	1	1	The amount of traffic now has increased due to the building of yet more houses/apartments at the site on the corner of Arnold Lane and Lime Tree Estate on Spring Lane.	1	If these plans were in the pipeline, why was money wasted on the mentioned junction when it means even more cash if the plans are approved.	08/07/2014	Post
1	The Colwick Loop Road was supposedly made to ease the congestion of the Burton Joyce traffic. As I see the proposals it will ease this traffic and increase our already busy road now plus it being a 'speed road'.	1	1	1	The road will run behind our house. We will now have to cross the road to get to the Country Park.	1	The plans have not been thought through properly or discussed with local residents. The fact that a 5 pronged island is planned for the junction at Plains Rd will be horrific. Mapperley Plains/Woodborough Road get congested now, with another island it will get worse. Cars will cut down Arnold Lane.	08/07/2014	Post
1	I feel that the plans are being rushed through for a road in Gedling that nobody wants, just so that the houses can be built on the old colliery site. The cost of this project is huge and I feel the money could be better spent in other areas.	1	1	1	The road runs directly across fields at the back of my house. Disruption would be immense during construction. It may also give developers an excuse to build on Green Belt land and use the road as a new boundary. It is a beautiful area and it should not change!	1	Increased traffic to all areas. New roundabout at Mapperley Top would make congestion worse than it already is. The route would encourage rat-runs through Lambley. Cost id prohibitive, especially in this austere period we are in. The road should be cut in deeper to minimise noise.	08/07/2014	Post
1	This road is primarily for the creation of a new housing estate. £2m is a waste of money for what is essentially a service road that is being built to meet housing quotas. This will cut through lovely countryside and will be visible to many in Gedling. It will create traffic chaos as more people are encouraged to access the East of the City via the new road.	1	1	1	We live on Shearing Hill and are not sure our live will improve with the planned proposal. Too many properties are to be built. Gedling Woodland will no longer be a peaceful and tranquil place to walk.	1	It may take some lorries of Arnold Lane but there would have to be a ban on lorries coming through and with Sainsbury's being built on the Colwick Road a huge amount of traffic will pass our houses. The bypass will only take any traffic that is heading into Burton Joyce.	08/07/2014	Post
	Partly. The number of houses being built will make a massive increase to the amount of traffic still using Shearing Hill. It will be unbearable while the work commences at the Lambley Lane end.								

1	Priority changed - Building 900 houses before Gedling Access Road is Built in its entirety as per agreed Atkins report in 2008.	1	More hazardous traffic through village; increased pollution from stop start traffic; difficulty in attempting to join main stream traffic; traffic volume too heavy; pedestrians trying to cross main stream traffic safely is virtually impossible.	1	Conditions have already advanced since 2008; 1) 800 dwellings have been built in the Mapperley Plains area 2) Rapid growth of Victoria retail park resulting in increased traffic through the village.	Further agreed plans affecting Gedling Village traffic; 1) 600 dwellings at Teal Close 2) A new Sainsbury's superstore on the Loop Road 3) A new crematorium at Catfoot Lane Future plans - possible Trent River crossing. From the proposals in Atkins Report, 2008, Gedling Access Road would have been completed by 2010. This would have accommodated the traffic growth resulting from the list in Q4. Another 900 homes still without the provision of adequate traffic management for the area. Older reports recognise the traffic problems in the area. We are still waiting. Who is responsible? What is the point of a public consultation if the public are not listened to and no action is taken.	08/07/2014	Post
1	Yes - Although there are several issues that need clarifying.	1	I am chair of Friends of Gedling House Woods. It appears a portion of the woods is being taken by the road. Clarification is needed.	1	Potential Loss of Land Currently Occupied by the Woods A small parcel of land currently occupied by the woods will be needed for construction the GAR. The maps available at the consultation did not indicate which small parcel was designated and whether any land would be added to the woods in recompense. Could a plan be forwarded to FGHW to indicate this? Depth of Cutting Between the A612 & Lambley Lane It would appear that the cutting adjacent to the woods is much shallower than previous plans. Could FGHW have a cross sectional plan of the road where it is adjacent to the woods? Can an indication of be given of how the road will impact on noise levels in the wood. Access to Road Works Wood Lane is a private road with no pavements. FGHW believe that any use of the Wood Lane for access to the road works during construction is unacceptable. Can you confirm that no vehicles associated with the contract will be allowed to use the private part of Wood Lane? Access to Field at the Top of Wood Lane At the exhibition we noted an access gate to this field from the GAR. FGHW are concerned that if this was left open, traffic could slip through the farm track and gain access to the private part of Wood Lane. FGHW would prefer that the road was built in such a way that future access to the site was from the GAR rather than the presumption of access via Wood Lane. This would require the owner of the field in due course to relinquish right of access via Wood Lane to avoid creating a through route. We would be grateful if you could comment on the use of this site in future and how we could avoid developing a presumption of through traffic.			

1	Yes partially. We generally support most of the route from Burton road to The round about on Arnold Lane but not the most northerly section to Mapperley Plains	1	We have to gain access to Mapperley Plains Road from Chartwell Grove We have to cross Mapperley Plains Road daily to go to work We have to use the new & existing Road junctions to gain access to Arnold We regularly use Mapperley Plains Road to gain access to the Mapperley & Nottingham City	1	The proposed new junction will cause traffic to back up to or over our exit & access junction causing delays to entering and leaving our estate. The new junction and increase in traffic will make it more difficult to cross Mapperley Plains Road and dangerous for the children from our estate walking to the local schools all on the other side of Mapperley Plains Road. The negotiation of the new array of junctions going towards Arnold will take longer and build up traffic turning right. There will be an increase in traffic along Mapperley Top towards the shopping centre and the city causing further delays to an already busy road. The section of road from the proposed Arnold Lane round about to Mapperley Plains Road runs almost parallel to the existing road and if there is no proposed increase in traffic, it appears to be no need to build this new section. This would save considerable money, have a massive reduction in carbon usage as substantially less work will be carried out, have less environmental effect as less existing grounds will have to be disturbed and allow more development of the land proposed for the section of the access road to be used for housing development.	Will there be any further opportunity to voice our concerns over this proposal?	07/07/2014	Email
	Concerns re: Q3	1	The increased volume of traffic from the proposed G&K will impact heavily on the already difficult access onto Bailey Drive. At present there is no right turn for traffic onto Bailey Drive from the B584 Plains Rd. Resident of Burton Joyce, Cyclist, Pedestrian.	1	As Q3	There are rumours that the 900 dwellings are all social housing. Is this correct?	04/07/2014	Email
	1 Although the Gedling Road is desirable and necessary, I have reservations about the safety of pedestrians and cyclists at the junction with Burton Road. I also doubt whether the proposed road will have the capacity to cope with traffic.	1		1	1) Crossing safely for school children 2) The new road is 5 lanes wide at Burton Road. Yet it then becomes a single carriageway to Mapperley 3) Single Lane Carriageway will not have sufficient capacity.	1) Taking account of the single and sustained traffic on Shearing Hill / Arnold Lane, it does not seem likely that a narrow single carriageway will have sufficient capacity. 2) Increased risk of flooding from run-off at Burton Road.	08/07/2014	Email
	1 This plan does not consider all of Gedling.	1	Damage to the Country Park. Increase in traffic on Jessops Lane and Willow Lane, already a dangerous rat run.	1	Proper assessment of traffic has not taken place. No figures provided to demonstrate how predictions of traffic behaviours were arrived at.	Not thought out. The consultation meeting were not widely advertised. No answers to questions at the meetings. Needs a full review - the process needs to be more open and transparent.	08/07/2014	Email
	1 We are concerned about the environmental impact of the road with regards to noise and air pollution and visual impact	1	The road will run close to our house and our view will be affected. It is more than likely that our house price will be negatively affected.	1	We have concerns about noise and air pollution during construction and use. Part of the woods will be lost	I was given conflicting information at the consultation regarding the road height and the planting of trees as a screen.	04/07/2014	Email

	I did not receive notification of the public consultation until two days after the event. Neighbours did not receive any notification. I had to go to Mapperley to see the plans.		As I understand it the Gedling Loop Road is a distant pipe dream. The new road will initially serve proposals to be built on Chase Farm, so no benefit to Gedling.	1	The proposed traffic lights at the junction of the new road with Mapperley Plains so close to the existing lights at the junction of Arnold Lane/Mapperley Plains. I had understood that the new road would be tunnelled beneath Mapperley Plains.	11/07/2014 Post
89	86	144	35	134	28	
	0					



Ref: DAA/JR/A085361

Date: 6th November 2014

Mr Peter Baguley

Planning and Economic Development
Gedling Borough Council
Civic Centre
Arnot Hill Park
Arnold
Nottingham
NG5 6LU

Dear Mr Baguley,

Planning application for the Construction of a 3.8km long road linking A612 Burton Road and B684 Mapperley Plains Road (Gedling Access Road) at A612 Burton Road/B684 Mapperley Plains Road, Gedling, Nottingham (Reference: 2014/0915)

This letter is a formal response on behalf of the applicant, the Homes and Communities Agency, to the main issues raised through the statutory public consultation process for the above application.

Transport Issues

Improvement/widening of Arnold Lane as an alternative

The Gedling Access Road will provide a 'bypass' around Gedling to help ease traffic congestion on local roads. The existing A6211 Arnold Lane is to be reclassified as a 'C' class or unclassified highway with the A6211 strategic route designation being moved to the Gedling Access Road. A package of complementary measures will be developed to effectively integrate the road scheme and redevelopment proposals into the existing transport network and to encourage use of the Gedling Access Road for through movements, thereby helping to relieve local roads. By reclassifying the A6211 and encouraging through traffic to use the Gedling Access Road in this manner existing roads will be better able to perform a local access function. These benefits would not be realised if all traffic continued to use the existing Arnold Lane and it would not be possible to widen/improve the existing road through Gedling due to the physical constraints imposed by the urban environment.

Requirement to run the new road parallel with Arnold Lane

Options to improve the existing B684 Mapperley Plains Road have been explored and it has been concluded that, due to physical constraints at the junction, it is not possible to deliver an improved junction layout capable of accommodating forecast traffic flows. For this reason two junctions are proposed onto Mapperley Plains Road: an improved Arnold Lane/Mapperley Plains Road junction and the new GAR/Mapperley Plains Road junction.



The operation of the signal control at the new junction will be linked to the operation of the existing B684 Mapperley Plains/A6211 Arnold Lane/Gedling Road junction, with both junctions effectively operating together as one large junction. The right turn from Mapperley Plains Road into Arnold Lane will be banned and the lanes on this approach to the existing signal junction will be reallocated to provide one left-turn lane into Gedling Road and two ahead lanes on Mapperley Plains Road eastbound. The banned right turn will be catered for at the new Gedling Access Road junction onto Mapperley Plains Road

Splitting the traffic flows and turning movements in this manner means the forecast flows can be satisfactorily accommodated. This junction arrangement necessitates the parallel section of highway at the northern end of the scheme.

Additional queuing, congestion and road safety implications along Mapperley Plains.

The Transport Assessment submitted in support of the planning application identifies that provision of the Gedling Access Road is forecast to reduce traffic flows on local roads, in particular on the A6211 corridor as traffic reassigns to make use of the new route. However, it is evident that there will be some adverse traffic impacts that will need to be monitored and reported and there will need to be some complementary measures to ensure that traffic is directed into using the new road in preference to less suitable routes through Gedling village and other residential areas.

As a result Nottinghamshire County Council has requested that a planning condition be imposed that requires the applicant to be responsible for the monitoring of traffic conditions post implementation. The results of this monitoring will help to identify a range of complementary traffic management measures to effectively integrate the road scheme and redevelopment proposals into the exiting transport network.

With regard to traffic impacts on the B684 Mapperley Plains Road the table below (extracted from the Transport Assessment) summarises forecast daily traffic flow changes with the new road in place (Design Flow), in comparison to the situation without the new road (Reference Case).

Location	2019 2-Way Traffic Flows AADT			2034 2-Way Traffic Flows AADT		
	Reference Case	Design flows	Difference	Reference Case	Design flows	Difference
B684 Mapperley Plains Road NE of Arnold Lane	20,337	19,723	-614	24,392	23,247	-1,145
B684 Mapperley Plains Road SW of Arnold Lane	19,672	17,746	-1,926	23,892	21,458	-2,434
B684 Mapperley Plains Road (N of Catfoot Ln)	14,451	14,231	-220	18,371	18,169	-202
B684 Mapperley Plains Road (S of Westdale Ln)	22,834	22,080	-755	25,529	24,530	-999

As can be seen from the summary above the forecast impacts on the sections of the B684 Mapperley Plains Road identified are all reductions in daily traffic flows as some traffic is forecast to reroute to take advantage of improved travel times by using the GAR.

Increased traffic through Burton Joyce

The Transport Assessment submitted in support of the planning application identifies that provision of the Gedling Access Road is forecast to reduce traffic flows on local roads, in particular on the A6211 corridor as traffic reassigns to make use of the new route. However, it is evident that there will be some adverse traffic impacts that will need to be monitored and reported and there will need to be some complementary measures to ensure that traffic is directed into using the new road in preference to less suitable routes through Gedling village and other residential areas.



As a result Nottinghamshire County Council has requested that a planning condition be imposed that requires the applicant to be responsible for the monitoring of traffic conditions post implementation. The results of this monitoring will help to identify a range of complementary traffic management measures to effectively integrate the road scheme and redevelopment proposals into the exiting transport network.

With regard to traffic impacts on the A612 through Burton Joyce the table below (extracted from the Transport Assessment) summarises forecast daily traffic flow changes with the new road in place (Design Flow), in comparison to the situation without the new road (Reference Case).

Location	2019 2-Way Traffic Flows AADT			2034 2-Way Traffic Flows AADT		
	Reference Case	Design flows	Difference	Reference Case	Design flows	Difference
A612 Through Burton Joyce (NE of Meadow Ln)	14,089	14,057	-31	18,524	18,885	361

As can be seen from the summary the forecast impacts show a minor reduction in daily traffic flows at 2019 (effectively no change) and a minor increase at 2034 due to the proposed scheme.

Positioning of bus stops along Mapperley Plains – two will be located in close proximity.

The final locations for these bus stops will be reviewed and decided as part of the detailed highway design process. This will be undertaken in consultation with Nottinghamshire County Council’s Passenger Transport and Road Safety Teams and the local bus operators.

Visual Impact Landscape Impact/Increase of ground level by up to 14 metres in some areas

A development of this scale will inevitably have significant impacts upon the landscape character and visual appearance of the surrounding area. Chapter 7 of the submitted Environmental Statement contains a comprehensive landscape and visual impact assessment for the proposals. Figure 7.1a models the zone of theoretical visibility around the proposed new road. Overall, the model demonstrates that there is only one very small area where 50-75% of proposed road would be visible. Less than 25% of the proposed road would be visible to the majority of the surrounding area.

Particular concern has been raised by the residents of Clementine Drive regarding the impact of the proposed new road upon their visual amenity. Viewpoint 10 as contained within the Landscape and Visual Impact Assessment is taken from the residential properties at Clementine Drive and states that a large magnitude of change will occur, having a major adverse impact.

From viewpoint 10, the northern stretch of the access road would be viewed in the foreground as it travels south from Mapperley Plains and past Chase Farm. It is then likely that the road will be screened from view as it passes behind the woodland on the southern boundary of the former colliery site. The visible stretch of the proposed road will be built up (by up to 14m) with embankments on the sloping lower ground adjacent to Clementine Drive.

Proposed mitigation measures have been carefully considered in some detail in this location to soften the appearance of the new road and minimize the visual impact upon residential properties in this area. This will be in the form of dense tree and shrub planting is proposed on the road embankments where the proposed road runs adjacent to properties at Clementine Drive. The proposed planting is a woodland planting mix using native tree species (at 30% of the mix) and shrub species (70% of the mix) planted at 1.5m centres. As the planting matures it will provide filtering or screening of views of the road. A noise fence is also proposed along a stretch of this section of the road which will provide screening of direct views onto the carriageway. The screening benefit of the planting will be incremental, improving as the



planting matures. More mature planting could be considered in this location to accelerate the positive effects of this mitigation.

Photomontage 2 included within Figure 7.13 of the Environmental Statement shows views from the Chase Farm access by Clementine Drive and illustrates how the proposed road will be viewed on completion of road construction and at year 15 when the woodland planting is maturing and the access road would barely be visible.

3rd Woodthorpe (St. Marks) Scout Group

Discussions between the Homes and Communities Agency, Nottinghamshire County Council and the Scout Group have been ongoing since the early stages in the preparation of the planning application. This is acknowledged by the Scout Group within their consultation response. The applicant and the County Council met with the Scout Group leaders most recently on 6th November to discuss their formal objection. A land exchange has been agreed to replace that taken as a result of the proposed road alignment with land along Arnold Lane.

The application proposals will result in the removal of some trees and hedges at the lower part of the Scout Group's site, and they have requested that this be replaced. The indicative landscaping plans show the extent of the new planting to be included along the access road. Specifically, drawing number GAR03 shows the landscaping proposed for the Scout site, which includes dense tree and shrub planting and grass seed. However, these plans were prepared as part of the previous application submitted in 2008 and are therefore purely indicative for the purposes of the latest application. The landscaping proposals will be updated and approved during the process of discharging the conditions of a planning permission. The details of landscape requirements will therefore be fully considered at a later stage of the process. It is also proposed to replace the camp fire circle following the grant of a planning permission for the access road.

Procedural Issues

Inaccurate/Outdated Plans

A number of public consultation responses claimed that the plans submitted as part of our application were inaccurate and out of date. The residents of Clementine Drive have pointed out that their road and houses are not shown on some of the plans. Drawing numbers GAR02 and GAR02-1, submitted with our planning application to Gedling Borough Council both clearly show Clementine Drive. Another smaller scale drawing GAR16 showing the 'Proposed Development Framework' does not show Clementine Drive, as it is a copy of the proposals map formulated in 2005 as part of the Gedling Borough Council replacement Local Plan prior to Clementine Drive being built. It should be noted that the residents of Clementine Drive have not been disadvantaged in any way, as they have received their statutory notification of our planning application from Gedling Borough Council, and been given full opportunity to make their representations to the LPA.

Pre-application Public Consultation Exercise

A Statement of Community Involvement was submitted with the planning application, which details the measures that were taken to engage the local community and other interested parties in the planning process and to provide them with an opportunity to view and comment on the proposals. Three public exhibitions were held and an extensive leaflet distribution organised which targeted some 10,000 properties in the area. The events were also advertised in the Nottingham Post and via an article on the newspaper's website, posted on 21st June 2014.

Every effort has been made to ensure that as many people as possible were made aware of the Public Consultation exhibitions. Despite some suggestions to the contrary, it has never been the applicant's



intention to deceive or mislead anyone. The HCA has not in any way sought to conceal its proposals and has actively encouraged discussion and involvement from the public throughout the process.

I trust that this additional information successfully addresses the main issues raised during the public consultation. The applicant continues to correspond with landowners and residents affected by the application proposals, and has a further series of meetings in the next few weeks to try and resolve outstanding concerns.

If you do require any further information or assistance please do not hesitate to contact me.

Yours Sincerely,

A handwritten signature in black ink, appearing to read 'David Alderson', is placed below the closing text.

David Alderson

Director

For and on behalf of WYG

CC. Mr Nick Morley
Ms Bev Pearson





Ref: DAA/JR/A085361

Date: 6th November 2014

Mr Peter Baguley

Planning and Economic Development
Gedling Borough Council
Civic Centre
Arnot Hill Park
Arnold
Nottingham
NG5 6LU

Dear Mr Baguley,

Planning application for the Construction of a 3.8km long road linking A612 Burton Road and B684 Mapperley Plains Road (Gedling Access Road) at A612 Burton Road/B684 Mapperley Plains Road, Gedling, Nottingham (Reference: 2014/0915)

This letter is a formal response on behalf of the applicant, the Homes and Communities Agency, to the landscape and built historic environment issues raised within Nottinghamshire County Council Environment and Resources report regarding the above application.

Heritage

The principal concern raised by the County Council is that *"there is a lack of appreciation and assessment of the impact of the road cutting and junction with the Burton Road on the landscape setting of the house"* and that there is a definite possibility *"that the road cutting and accompanying highway paraphernalia will be an obvious detractor in the views of the main setting of Gedling House when viewed from the south"*.

The report goes on to state that:

"It is clear that there needs to be an acknowledgment of the potential impact of the road cutting and junction creation in view of the setting of Gedling House and a clearly demonstrable mitigation strategy to help resolve this. Through detailed design careful planting and design of vertical elements such as signage and lighting can be undertaken to help minimise impact on the landscape setting of Gedling House."

While our original assessment regarding setting was that *"The immediate setting of the house is the gardens around the building, and the mature trees and vegetation which surround the house. The house sits within historic parkland, although this is now much fragmented and a school has been built within it"* this has been challenged by the concerns noted above.

The listed status of Gedling House gives it a High Value. Nevertheless, the fragmentary nature of the parkland which provides the setting should be taken into account. It is not of Major Sensitivity due to previous impacts and it is not included on the Register of Historic Parks and Gardens.



Seen from the A612 Colwick Loop Road there is a definite issue with views toward the house which sits on the hilltop, framed by trees, and which dominates the landscape as the ground falls away to the north. There is potential for lighting and signage to create a cluster of tall elements around the junction, which will be visible by day and illuminated by night.

During construction the effects on setting will be moderate negative, as it will have a substantial effect on the listed building and will adversely affect its context. The unmitigated significance of effect will therefore be major adverse. However, the nature of the effect will be indirect and temporary, lasting only as long as the construction phase. Effects can be mitigated by control of noise and dust and by restrictions on hours of working.

In the operational phase effects, without mitigation, the magnitude of impact will be substantial negative. The unmitigated significance of effect will therefore be major adverse. The nature of the effect will be direct and permanent.

From the more distant Flood Embankment, Gedling House is a much less prominent element within the landscape, although it can still be identified with the woodland around and behind it. There is no obvious sense extant parkland as setting for the house. Nevertheless, the high value of the house and the potential for visual intrusion, particularly at night, means that the magnitude of impact will be substantial negative. The unmitigated significance of effect will therefore be intermediate adverse. The nature of the effect will be direct and permanent.

During construction the effects on setting will be substantial negative, as it will have a substantial effect on the listed building and will adversely affect its context. The unmitigated significance of effect will therefore be major adverse. However, the nature of the effect will be indirect and temporary, lasting only as long as the construction phase. Effects can be mitigated by control of noise and dust and by restrictions on hours of working.

In the operational phase effects, without mitigation, the magnitude of impact will be substantial negative. The unmitigated significance of effect will therefore be major adverse. The nature of the effect will be direct and permanent.

Mitigation of Effect

At both sites mitigation of effects on the setting of Gedling House during the construction phase can be achieved by control of noise, dust and by restrictions on hours of working.

During the operational stage the visual effects of the junction may be mitigated by design. This may be achieved by planting to disrupt the mass of signage and the upwards thrust of lighting poles when viewed from the house and its surrounds. This would reduce the impact of effect during daylight to Moderate. Planting also has the potential to reduce the effect of illuminated signs and lighting at night. In addition, the type and design of lighting has the potential to limit overspill reducing effect again to Moderate. Mitigation of this sort would serve to reduce the magnitude of impact from Substantial Negative to Intermediate effect.

Landscape

NCC raised the following concern relating to the impact upon landscape character:

"Although the park is not affected directly by the development, the view from the top of the country park looking east has not been included in the viewpoint analysis, yet this is one of the key attractions of the new park. The road cutting is at its widest at this point and represents a significant change in topography and landscape character; depending on the exact location of the path around the summit relative to the new planting, this may be readily visible from above."



Nottingham County Council kindly provided the attached 'Proposed Paths and Fencing Phase 1 Works' plan for Gedling Country Park to WYG during the LVIA process. This was used to select a representative viewpoint within the proposed park and a viewpoint from the top footpath within the proposed park (where the view was not interrupted by existing vegetation) was chosen. We understand that beyond this top footpath a solar park is to be constructed on the summit of the former spoil heap and therefore there will be no public access to the summit of the former tip. As stated within the LVIA the proposed GAR would be seen on the lower ground on the southern edge of the proposed park.

Woodland planting is establishing well on the eastern side of the former spoil heap within the proposed country park and the top footpath runs immediately adjacent to this woodland along the eastern side of the site. This was considered during analysis of views and a judgement made that this woodland planting would provide some screening of views from the country park to the east (in the direction of the proposed road cutting) with the most direct views available from the park in a general southerly direction (including to the south east and south west). It is accepted however that where there is a break in the woodland planting on the eastern side of the park the proposed GAR would be visible where it runs towards Gedling Wood Farm and the change in topography associated with the proposed cutting to the east of Lambley Lane noticeable. This change would be softened over time by the proposed planting along the GAR.

The attached photograph taken from viewpoint 15 (Gedling Country Park) shows the existing view to the south east. The properties on the lower ground by Lambley Lane and Jessop's Lane can be seen. The view further east is obscured where the woodland planting starts on the eastern side of the former spoil heap and by Glebe Farm which can be seen on the left hand side of the photo. The second photograph shows the extent of woodland planting on the eastern side of the former spoil tip within the country park.

Some comments have also been made on the planting proposals. The landscaping plans submitted were prepared as part of the previous application submitted in 2008 and are therefore purely indicative for the purposes of the latest application. The landscaping proposals will be updated and approved during the process of discharging the conditions of a planning permission. The details of landscape requirements will therefore be fully considered at a later stage of the process, in consultation with Nottinghamshire County Council and Gedling Borough Council.

I trust that this additional information successfully addresses the main issues raised by Nottinghamshire County Council. However, if you do require any further information or assistance please do not hesitate to contact me.

Yours Sincerely,

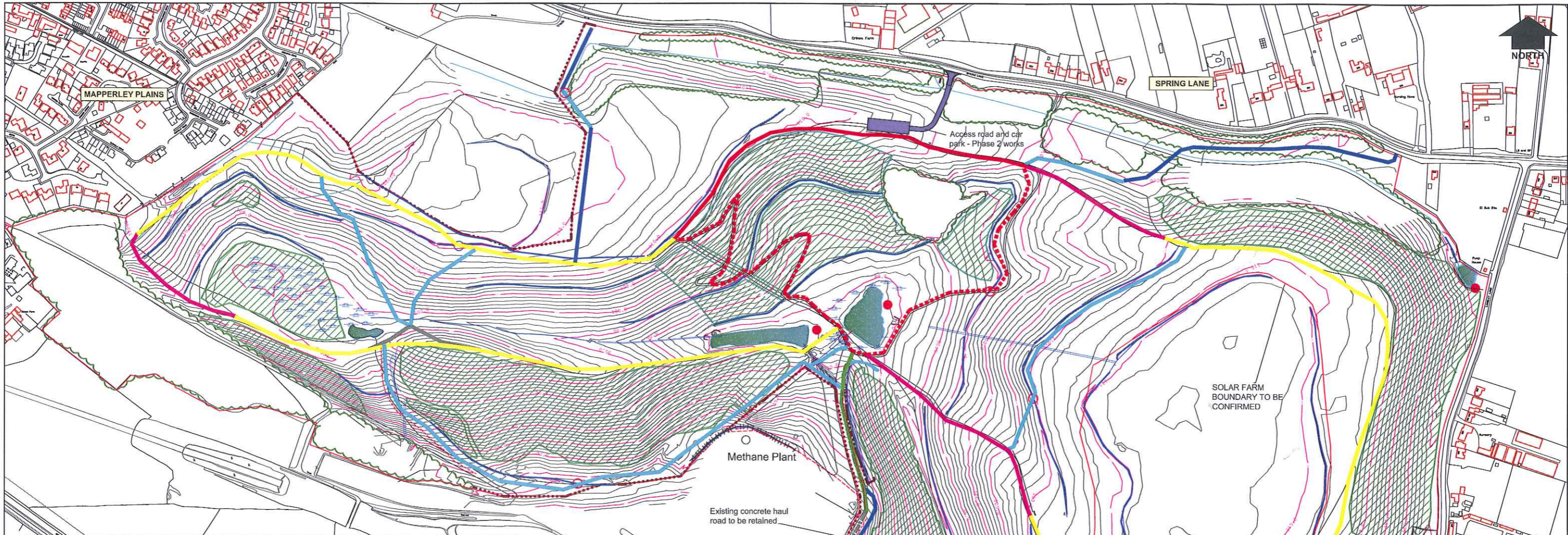
A handwritten signature in black ink, appearing to read 'David Alderson'.

David Alderson

Director

For and on behalf of WYG

CC. Mr Nick Morley
Ms Bev Pearson



KEY

- Mature trees/woodland
- Recent tree planting
- Open Water
- Cut new ditch to side of paths - see drawing LR/4017514/58
- Concrete bag work headwall (6m width vehicle crossing) - see drawing LR/4017514/54
- Concrete bag work headwall (3m width vehicle crossing) - see drawing LR/4017514/54
- Path Construction Type A (Vehicular construction, 3000mm wide with 250mm depth Type 1) see drawing LR/4017514/56
- Path Construction Type A (Pedestrian construction, 2500mm wide with 150mm depth Type 1) - see drawing LR/4017514/56
- Path Construction Type B - Pedestrian construction - see drawing LR/4017514/56
- Path Construction Type C - Pedestrian construction - see drawing LR/4017514/57
- Path Construction Type D - Vehicular construction - see drawing LR/4017514/57
- Path Construction Type E - Vehicular construction - see drawing LR/4017514/58
- Path Construction Type F - Vehicular construction - see drawing LR/4017514/58

- Supply and erect 1.2m high post and wire fencing to site boundary - see drawing LR/4017514/10
- Supply and erect 1.2m high post and rail fencing to headwalls etc - see drawing LR/4017514/09, 70 - 73.
- Supply and erect Lifebuoy with housing on pole - see drawing LR/4017514/62 for erection detail

NOTES

- Path alignment is indicative and to be confirmed on site
- Vegetation clearance where required to give 6 clear metres along paths. Extent of clearance to be agreed on site with CA prior to commencing works.
- See drawing LR/4017514/56 - 59 for path construction details.
- Location of signs, seats and picnic benches to be confirmed on site.

Rev	Status	Description	Drawn	Chkd	Auth	Date
A		Path to NE entrance amended Eastern path deleted	NA	AB		09/12/13

Gedling Country Park

Property No. Project No.

Proposed Paths and Fencing Phase 1 Works

Scale	1:2500	Drawn	N.A.	Date	04/10/13
		Chkd	AB	Date	04/10/13
		Auth	A.Blicq	Traced	

Drawing No. **LR/4017514/53** Rev **A**

Nottinghamshire County Council

Trent Bridge House, Fox Road,
West Bridgford, Nottingham, NG2 6BJ
Tel: 08449 808080

©Nottinghamshire County Council

wya viewpoint 15

Existing woodland







Our Ref: A85361

Council Ref: 2014/0915

Date: 11th November 2014

Nick Morley

Nottinghamshire County Council
Development Management
Gedling Borough Council
Civic Centre
Arnot Hill Park
Arnold
Nottingham NG5 6LU

FAO Nick Crouch

nick.crouch@nottscc.gov.uk

Dear Nick,

Gedling Access Road - Response to Ecological Consultation

I have studied the letters provided by Nottinghamshire Wildlife Trust (NWT) and Nottinghamshire County Council's (NCC) ecologist (Nick Crouch (NC)) as consultation responses to the Gedling Access Road application and have provided responses, where appropriate, below.

Letter from Nick Crouch (NCC)

1. Survey Data

NC notes that:

'...the ecological data supporting the application is up-to-date.'

This has been achieved through early engagement with NC prior to the commencement of the surveys.

2. Impact on the Gedling Colliery and Dismantled Railway LWS

A detailed schedule regarding the siting and method of translocation of pioneer communities associated with Open Mosaic Habitat on Previously Developed land (OMH) has been requested to support the application. Presently this habitat exists on the north facing slope adjacent to the track leading down to the two existing lagoons and to the west of the track

The donor site for the pioneer community will include land around the proposed new SUDS which will be created to the east and west of the two existing former colliery lagoons. Consultation will take place with stakeholders to agree appropriate integration and maintenance of the OMH within the site and on adjacent land outside the development. Its integration with other habitat, such as scrub and bare ground, and wider habitat connectivity will be essential to maintain its ecological value.



It should also be noted that in the absence of disturbance/management, OMH that may support notable species are highly susceptible to vegetative succession leading to the loss of habitat suitability and associated species over time.

The timing and methods of translocation, orientation/character of resulting habitats and specific measures relating to notable species will be the subject of a detailed Ecological Management Plan (EMP). This could be secured through condition.

It is noted that this habitat also exist within the proposed footprint of the Anaerobic Digester which is immediately adjacent to the site. At this stage, the proposed anaerobic digester remains under consideration and is yet to receive planning permission. However, it is acknowledged that if approved, the GAR and anaerobic digester would have a combined impact upon the Open Mosaic Habitat on Previously Developed Land. We would be happy to work with stakeholders to agree an integrated approach to the translocation and creation of new OMH within the County Park.

Consultation regarding the translocation and continued favourable management of the OHM, to an appropriate location within Gedling Country Park, is ongoing with Gedling Borough Council (GBC), and can be secured through a Grampian condition.

3. Impact on Gedling House Wood LNR

The potentially minor impacts along a 40m section of the LNR has been accepted as Not Significant.

4. Impact on other habitats outside the Gedling Colliery and Dismantled Railway LWS

NC notes that:

'With the implementation of mitigation delivered through the site landscaping..., these impacts are assessed as being Significant Beneficial (certain/near certain and probable).'

The letter does not contest this assessment.

5. Impact on amphibians

With regard to great crested newts our assessment appears to be acceptable and with the inclusion of a precautionary approach within the EMP and implemented on land around Gedling Wood Farm.

The overall approach for the common toad (and other amphibian) mitigation for the road being constructed in close proximity to the two retained lagoons has been accepted. A plan showing the proposed location of amphibian exclusion fencing and the location and design of hibernacula has been requested. These can be provided as part of a detailed Ecological Management Plan. Mitigation measure such as amphibian tunnels and fencing will be included as part of the road design. As highlighted in the response, there is also, the timing of the mitigation to be agreed within the EMP which will need to be included within the phasing plan for Phase 2. This could be secured through condition.

6. Badgers

A plan showing the exact location of an artificial sett proposed as mitigation has been requested.

No main setts will be lost to the development footprint and badgers are highly mobile animals, with their use of other sett types (e.g. outlier, subsidiary and annex) varying considerably over time. The intention is to install the artificial sett within c.150m of the existing sett, subject to the necessary agreements. Up-date surveys will be conducted prior to construction to inform the EMP, licensing and specific details around artificial sett creation relevant to conditions at that time. This can be secured through condition.

Further information was requested as to whether badger fencing will be erected along the section east of Lambley Lane or whether additional badger tunnels would be required between the two roundabouts and at each badger path that crosses the road.



There is considered to be little benefit in adding further tunnels near the roundabouts given that housing is proposed on the majority of the land to the south. However, it can be confirmed that badger proof fencing will be established to deter badgers from crossing over the road except by safe use of badger tunnels. This can be secured through condition.

7. Bats

Overview

The letter requests further detail on the reinforcement of Mapperley Tunnel to support the GAR which will pass over it; however, we have provided mitigation measures to enable bats to continue to roost within the tunnel in relevant potential development scenarios.

It is also suggested that a bat barn could be created as an alternative to the bat boxes proposed as mitigation for the loss of the bat roost at Glebe farm (confirmed as a roost in 2007 but not in 2014) and the 8 trees with bat roost potential (identified in the BSG 2013 report). It is considered that bat boxes are appropriate and sufficient in this context and we note that Natural England advises against over-mitigation. As suggested, further opportunity to install bat boxes within Gedling County Park and Gedling House Wood LNR will be sought prior to the commencement of Phase 2 of the development.

The letter requests information relating to the location of trees with bat roost potential. This is provided within the Phase 1 Habitat Report produced by BSG in 2013 supplied with the ES Ecology Chapter 9. It is noted that none of the trees fall within the footprint of the Phase 1 development stage (the western most roundabout). Tree roosts are often highly transient in nature potential impacts upon these trees will not likely occur within the appropriate shelf-life of any surveys conducted to inform this application. A suite of activity surveys have been conducted to identify bat activity across the site and further surveys will be conducted to provide updated survey information at an appropriate scale to inform more detailed development/mitigation planning at a later stage, as appropriate. More detail regarding the appropriate location of bat boxes may also be more appropriately confirmed at that point.

The letter outlines the requirements of a bat licence (as listed below) and recommends a Reasoned Statement is provided:

- The activity is for the purpose of preserving public health or safety or for other imperative reasons of overriding public interest ("IROPI") (see ES Chapter 4);;
- There is no satisfactory alternative (see ES Chapter 4); and
- The favourable conservation status of the species in question is to be maintained.

We believe this information has already been sufficiently provided at this stage through the Environmental Statement and bat reports to demonstrate why the road is required (IROPI), how unsatisfactory alternatives have been investigated (e.g. design/layout) and that appropriate mitigation measures have been proposed to ensure that a favourable conservation status of bats will be maintained in the area. Further details are provided below.

Roosts, structures

Glebe Farm, contains a small transient common pipistrelle (common species) bat roost which is assessed as a low roost status (English Nature Bat Mitigation Guidelines 2004) at Local value. Appropriate alternative provision through bat boxes will be required prior to the exclusion and demolition of the farm buildings.

Mapperley Tunnel, contains a small number of hibernating and roosting bats (all common species) assessed as a moderate roost status at District value. If Options 1, 2 or 3 are selected there are no anticipated direct impacts to the roost. Avoiding damage to existing roosts is the preferred option in all cases. However if Option 4 - spray concrete on interior of the tunnel beneath GAR



embankment, cannot be avoided as compensation an equivalent number of roosting features to those lost will be installed within the tunnel, using bat boxes, bat bricks and timber strips.

These assessments are based on the previous survey information. If Phase 2 works do not commence within 2 years of the 2014 surveys, update surveys will be carried out to support an application for a bat licence from Natural England to legitimise any impacts to Mapperly Tunnel and Glebe Farm bat roosts. If the bat roosts status changes following the update surveys the appropriate level of mitigation will be modified accordingly.

Roost, trees

Further surveys of all trees directly impacted by the scheme will be carried out prior to their removal. Regardless of the findings of the bat surveys, 2 bat boxes (of varied styles) will be provided as compensation for the loss of each tree assessed with features that provide roost potential for bats. Bat boxes will be installed on trees within appropriate locations onsite and offsite (the latter where land ownership approval can be obtained) to provide mitigation or enhancement for bats. Where practical to do so effort will be made to retain mature trees. Where bat surveys identify a bat roost within a tree to be lost as a result of the development an application for a bat licence from Natural England will be sought to legitimise the felling of the tree and provide the appropriate type, location and amount of bat boxes to compensate for the loss of the tree roost; and thus maintaining a favourable conservation status for the bats. Based on the information collected to date there are no trees with bat roost potential within Phase 1 of the development.

All the trees identified with bat roost potential are located in the west of the site along Arnold Lane (TN71-TN73), within the Mapperly Tunnel woodland (TN78, TN79, TN81 & TN82) and two trees at Glebe Farm identified in 2007 as bat roosts.

Roost, compensation

In summary, to provide compensation for the loss of the buildings and trees at Glebe Farm eight bat boxes are proposed to be installed in appropriate locations near the farm. For the loss of the eight trees identified with bat roost potential a further sixteen bat boxes will be installed on trees along the entire GAR scheme.

This can be secured through condition.

Timing and Monitoring

There will be timing constraints on the licence activities in order to avoid periods when the bats are vulnerable (i.e. during hibernation and rearing young) and to avoid causing direct harming to the bats during their exclusion from the roost prior to any works taking place.

The EMP, and potentially further secured through any necessary bat licence from Natural England, will include details for a period of monitoring for 5 years post construction at the existing and the new bat roosts.

Activity

The letter expresses concerns that adverse impacts upon bats could result due to habitat severance as a result of the time required for vegetation to develop and adverse lighting.

Mitigation measures have been proposed including an extensive landscaping strategy to achieve habitat enhancements and the adoption of a sympathetic lighting scheme. A detailed Ecological Management Plan will be produced that will include further details of mitigation for bats which may include measures such as:

- Retention of as much mature vegetation as possible along routes where concentrations of bat activity/corridors;
- the planting or translocation of hedges and /or trees to provide immediately established habitats in key areas;



- The inclusion of quick growing species and structures such as willow barriers create immediate corridors or hop-overs for bats to use while permanent landscaping matures;
- Gantries installed over the road to encourage bats to fly across the road; and
- A lighting scheme designed in consultation with an appropriately qualified ecologist and lighting engineer, with reference to *Bat Conservation Trust (June 2014). Artificial lighting and wildlife: Interim Guidance: Recommendations to help minimise the impact artificial lighting*, and designed in tandem with the landscaping strategy that impacts upon bats are minimised through the creation of dark corridors, lighting only where necessary, reduced spill, etc.

The two main areas where we would focus our habitat mitigation for bats would be between:

- Gedling House Wood LNR and land north of the GAR; and
- The woodland belt, which includes Mapperley Tunnel, and the land south-west of the GAR towards the woodland with the Pepper Pot, the line of trees along Arnold Lane and the golf course to the south of Arnold Lane.

The above could be secured by planning condition.

8. Breeding birds

The letter qualifies that impacts upon breeding birds appear to be relatively minor; seeks assurance that the erection of barn owl boxes in the area is deliverable and notes that appropriate mitigation will need to be included within the EMP for both breeding birds and barn owls.

Appropriate principles for the delivery of the above have been included within the ES and the realisation of these can be secured through planning conditions. .

9. Dingy Skipper

The letter notes that a single dingy skipper was recorded in one location within the site, (the area discussed in Section 2), which is proposed to be translocated and that measures have been proposed to mitigate impacts upon this species. It requests further details around these measures but notes that a detailed methodology would need to be produced at a later stage, for inclusion within the EMP.

Where practically possible as much birdfoot-trefoil with eggs or larval tents (depending on the timing of the plant translocation) would be translocated to the donor site along with the sowing of collected seed to optimise the establishment of their main larval food plant.

As outlined in Section 2, the timing and methods of translocation, orientation/character of resulting habitats and specific measures relating to notable species will be the subject of a detailed Ecological Management Plan. This could be secured through condition.

It is also noted that in the absence of disturbance/management, OMH that may support notable species (such as dingy skipper) are highly susceptible to vegetative succession leading to the loss of habitat suitability and associated species over time.

10. Other invertebrates

The letter notes that updated invertebrate surveys were not conducted in support of the current application; however update surveys were not carried out as, following the initial consultation in March 2014, NC advised that the existing data was sufficient with update surveys being unnecessary.

As the invertebrate community has already been assessed as at District value, update surveys for invertebrates will not be conducted to inform the detailed Ecological Management Plan. The habitat management measures proposed within Section 2 and Section 9 above are considered to offer considerable opportunity for habitat enhancement on/around the site and will benefit habitat specialists, associated with the OMH, as well as other non-specialist invertebrate species.

As this is covered in Sections 2 and 9, no further measures are considered necessary.



11. Invasive species

Management / eradication measures for Japanese knotweed and New Zealand pygmyweed will be included within the EMP, as appropriate. This can be secured through condition.

12. Securing mitigation, monitoring and maintenance

The letter includes a request for the production of a document which summaries the mitigation required for inclusion in the EMP. This summary document will be supplied be used to secured the planning condition for the production of an EMP with relevant inputs provided into the CEMP.

13. Landscaping

The letter makes a number of suggestions for review in relation to the landscaping plan:

- a) create a larger amount of species-rich grassland in an area of woodland and shrub on proposals 5 of 7; and
- b) planting to create 'hop-overs' to assist bats crossing the GAR
- c) further amendments to the species mix proposed.

The indicative landscape proposals would be reviewed and developed in accordance with detailed development planning and the creation of the EMP documents. We would be happy to consider these comments as part of that process. We would be happy consult further with you and agree a species mix within the CEMP.

14. Conclusion

I trust the information provided above further clarifies the findings of the ES that appropriate avoidance, mitigation and compensation measures can be delivered to ensure that the proposed development would not result in significant harm to biodiversity and further provides opportunities for ecological enhancement, where possible and appropriate.

Letter from Nottinghamshire Wildlife Trust (NWT)

The response from the NCC ecologist was provided subsequently to the NWT and therefore I assume NCC letter has considered the comments by the NWT. I also note that some of NWTs comments conflict the response from NCC and the initial consultation carried out between WYG and the NCC ecologist.

Overall the main objection raised by the NWT relates to cumulative effects including those associated with the proposed aerobic digestive plant which was not within the planning process for consideration at the time of this application.

Yours Sincerely,

A handwritten signature in cursive script that reads 'V Thomas'.

Victoria Thomas, CMIEEM
Principal Ecologist
For and on behalf of WYG