

THE HIGHWAYS ACT 1980

AND

THE ACQUISITION OF LAND ACT 1981

THE NOTTINGHAMSHIRE COUNTY COUNCIL (B684 TO A612 LINK ROAD) A6211 GEDLING ACCESS  
ROAD (SIDE ROADS) ORDER 2018

THE NOTTINGHAMSHIRE COUNTY COUNCIL (GEDLING ACCESS ROAD) COMPULSORY PURCHASE  
ORDER 2018

SUMMARY PROOF OF EVIDENCE

OF

DAVID PICK OF NOTTINGHAMSHIRE COUNTY COUNCIL

ON BEHALF OF THE ACQUIRING AUTHORITY

## **1. QUALIFICATIONS AND EXPERIENCE**

- 1.1. My name is David Pick. I hold a First Class Honours Degree in Geography (BA Hons) from Hull University and an MSc in Transport Planning and Traffic Engineering from Birmingham University.
- 1.2. I am a Principal Officer in Transport Planning in the Transport Planning and Programme Development team at Nottinghamshire County Council ("**NCC**"). I have worked for NCC since 1983 predominantly in transport planning and highway development control matters. My expertise extends to traffic modelling and transport planning and most recently I have been involved in the planning of the proposed Gedling Access Road ("**Scheme**").
- 1.3. I have over 35 years' experience in transport planning and transport assessment matters for the local highway authority.

## **2. INVOLVEMENT WITH THE GEDLING ACCESS ROAD**

- 2.1. I was first introduced to the proposals for an access road through Gedling when I was first employed by NCC in 1983, which at that time was named 'the Gedling Bypass' and formed part of the proposed Nottingham Eastern Outer Loop Road ("**EOLR**"). I have worked continuously over the past 35 years on the EOLR which has been implemented in discrete phases and most recently the section immediately south (known as the Gedling Major Integrated Transport Scheme) ("**GMITS**") which opened to traffic in 2007.
- 2.2. I together with my NCC colleagues and members of the Via East Midlands' ("**Via EM**") project team have been responsible for the delivery of the Scheme through the statutory planning processes.

## **3. SCOPE OF EVIDENCE**

- 3.1. This Proof of Evidence focuses on matters relating to the planning and suitability of the Scheme under consideration, for which NCC is seeking to acquire the Order Land compulsorily.
- 3.2. My Evidence includes background to the planning consent process authorising the Scheme, the accompanying environmental impact assessment, and the planning benefits that will be delivered by the Scheme. It also includes an appraisal of the Scheme against relevant national and local planning policy and a consideration of the Scheme's junction with the A612 Burton Road.

## **4. PLANNING APPLICATION PROCESS**

- 4.1. Throughout the development of the Scheme through to its current form NCC has been committed to an active engagement strategy which has comprised discussions with Gedling Borough Council ("**GBC**"), key stakeholders and local residents. A comprehensive review of the consultation process is provided in the Statement of Community Involvement [**CD4.11**] which was submitted as part of the application that secured the grant of the Original Permission.

- 4.2. Since its inception, a collaborative approach has been taken to the delivery of the Scheme and the intrinsically linked Gedling Colliery/Chase Farm regeneration projects. Statutory Consultees were also contacted in the course of undertaking the Environmental Impact Assessment (“EIA”) and it was agreed that public exhibitions would form the main element of the consultation strategy.
- 4.3. A number of public consultation events well attended by local residents (over 1,000 viewed the proposals) and other key stakeholders, were undertaken in 2014 supported by a press release, website publications and social media.
- 4.4. A number of issues and queries were raised and 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. Other concerns included traffic noise, environmental impacts and access to local services.
- 4.5. In order to resolve the concerns raised, following the consultation events, we have been proactive in meeting with concerned parties. As a direct result of these discussion a number of positive changes have been made to the Scheme design.

## **5. ENVIRONMENTAL IMPACT ASSESSMENT**

- 5.1. The Scheme has been developed in accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 and the Town and Country Planning (Environmental Impact Assessment) (Amendment) Regulations 2015 (“Regulations”) to ensure a comprehensive and robust assessment of environmental matters during the planning application process. A number of documents were submitted with the application including a detailed Environmental Statement (“ES”) [CD4.5]. I am satisfied that all significant economic, social and environmental effects have been identified and assessed in the ES and that suitable and adequate mitigation measures are available to ensure the Scheme is acceptable in all respects.

## **6. SECTION 73 APPLICATION**

- 6.1. Homes England made an application to vary condition 1 of the Original Permission (grant of planning permission reference 2014/0915) by application under section 73 of the 1990 Act on 7 August 2015. The application, reference 2015/1033 (“GAR Permission”), proposed the removal of phasing for the early construction of a roundabout forming a junction between Arnold Lane and the DA.
- 6.2. The GAR Permission was subsequently granted following submission of a section 73 application varying condition 1 of the Original Permission. The GAR Permission is the consent that is being implemented to deliver GAR and the section 73 variation removed the conditions associated with phasing included in the Original Permission. I can confirm that the conditions attached to the GAR Permission satisfy the six tests of the PPG-Use of Conditions [CD13.29], these tests being:
  - Necessary;
  - Relevant to planning and;

- To the development to be permitted;
- Enforceable;
- Precise; and
- Reasonable in all other respects.

6.3. I am content that the proposed suite of conditions is adequate in all respects to deliver the relevant mitigation measures as identified in the ES.

## **7. LEGISLATIVE AND PLANNING POLICY CONTEXT**

7.1. I consider in this section the planning policy relevant to the Scheme and Public Inquiry are:

- Local Plan 2005;
- The Aligned Core Strategy 2014 (“**ACS**”);
- National Planning Policy Framework (“**NPPF**”) 2012 and 2019;
- Gedling Colliery Supplementary Planning Document;
- Nottinghamshire Local Transport Plan 3 (2011-2026); and
- Local Planning Document Part 2 Gedling Local Plan 2018 (“**Local Development Plan**”).

7.2. I am satisfied that in planning terms that the objectives of the Scheme are consistent with the NPPF, ACS and Local Development Plans. Evidence of the Scheme’s accordant with both local and national planning policy are cited further in the Planning Officer’s Report and Decision Notice issued by GBC, confirming that planning permission has been granted for the Scheme.

## **8. SUMMARY**

8.1. In conclusion, I respectfully request that the Secretary of State approves the following Orders:

- The Nottinghamshire County Council (B684 to A612 Link Road) A6211 Gedling Access Road (Side Roads) Order 2018; and
- The Nottinghamshire County Council (Gedling Access Road) Compulsory Purchase Order 2018.