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Dear Sir / Madam

## **PA18: Vernon Road - Former Johnsons Dyeworks**

The PA18 planning proposal arrived on 27 January at my mum's. We know the area well, having lived at 15 White Road for the last 50+ years. There are a number of issues that we wish to register and we look forward to your answers how you are going to mitigate them. We have read the summary in the Local Plan that doesn't go into any detail except the pink shaded boundary which you included with your letter and a fairly high level overview of the main issues.

### ***Access/Egress***

There is only one main road access point to the PA18 site and that leads onto Vernon Road. There is access at the former Sketleys factory on the junction of White Road and Fox Grove, both minor side streets unsuited to heavy traffic and leading onto the lower section of Nottingham Road. The roads radiating from Nottingham Road and Vernon Road all get very busy with conflicted junctions: NW - to Bulwell, Southwark St / Vernon Road junction no left turn across tram track, and a loop back onto Southwark St that can only take a few cars at a time. Southwark St often gridlocked with traffic waiting for the tram/rail crossing and a slow left feed.

SE - to Hyson Green, Vernon Rd crosses the ringroad and the ringroad takes most of the flow priority. About three cars per lights change can get through. Afterwards the traffic gets gridlocked from Wilkinson St junction on the busy part of Hyson Green nr ASDA.

East - Vernon Rd leading onto the lower section of Nottingham Rd. Again a slow feed across the ring road a few cars at a time onto the upper section of Nottingham Rd immediately hitting more lights nr Sainsburys/Perry Rd junct. Right turn onto the ring rd only feeds three cars at a time; left feed onto ring rd blocked by traffic backing up onto the lower part of Nottingham Rd

Rat-run up Scotland Rd leads past a school, Heathfield Primary and meets ring road. Not very busy at the moment, but not suitable for heavy traffic.

So this site is an island in terms of access/egress at peak times.

## ***Water table***

The low lying land in the Leen Valley in Basford has a very shallow water table, and there is constant water ingress into cellars, my mother's included, in White Road and other properties in the White Road area. This is due to the closure of water-extracting industries and cessation of water pumping from the many closed coal mines which surround the area (Wollaton, Whitemoor, Radford, Babbington, Bulwell, Hucknall 1 & 2, Bestwood, Linby, Calverton.)

Any building work on the land should include a viable pumping scheme that reduces the water table.

## ***Flood risk***

You say you have this covered by proposing an 8m margin on the day brook. Having lived in the area for 50+ years we have not seen significant flooding in the Day Brook, except for the playing field near the Fox Hotel pub where the brook right angles and can get blocked with debris causing overflow. It is culverted upstream from the Fox to the High School playing field, and there is a flood mitigation scheme at Daybrook; a marshy overflow area by the Ringroad. So you appear to have the risks adequately covered upstream. But insurers will probably be a little nervous about insuring property next to a watercourse, but that's something for prospective house buyers and their solicitors to look out for.

Building over this currently absorbent but high water tabled ground should be drained with enough allowance built in for householders paving over their gardens. The water needs to be carried away in a managed way, not be allowed to run off rapidly from sealed surfaces into the Day Brook where it will likely flood downstream in heavy rainfall.

Sewers need to be up-scaled to cope with added capacity to support rainwater runoff and domestic water/effluent increase. There might not be enough gradient to carry water away sufficiently quickly, so a pumping station might be needed.

## ***Infrastructure***

Schools are likely to be overwhelmed by a big block of residential housing.

Bus and tram are likely to be sufficient.

Is there a plan for a railway station at Basford?

Roads will be overwhelmed – see detailed Access/Egress section.

Electricity and gas supplies will need up-scaling.

## ***Industry?***

There are hints that the building will not be confined to residential in the high level summary. This site is absolutely not suitable for anything noisy or intrusive. It is surrounded by residential housing and the roads would not be able to support heavy long vehicles.

Yours faithfully

S and A Walker