



**Nottingham City Council  
Local Plan Part 2: Land and  
Planning Policies Document  
Revised Publication Version**

Ref:

For office use only

## Response Form

A number of changes have been made to the previous 'Publication Version' of the Local Plan. These changes cover Site Allocations and Development Management Policies with additions shown in blue underline and deletions in ~~red strikethrough~~ in the Revised Publication document. A full schedule of changes is also available as are updates/addendums to the supporting documentation and these can be found at [www.nottinghamcity.gov.uk/revisedpublication](http://www.nottinghamcity.gov.uk/revisedpublication). This consultation is focusing on these changes and comments made in response to the previous 'Publication Version' consultation need not be repeated.

You are advised to read the guidance note before completing this form, but if you have any questions, please email the Planning Policy and Research Team 0115 876 4594 or [localplan@nottinghamcity.gov.uk](mailto:localplan@nottinghamcity.gov.uk)

Please return this response form to [localplan@nottinghamcity.gov.uk](mailto:localplan@nottinghamcity.gov.uk)

The Council is encouraging electronic responses for ease of processing, however, should you need to submit comments in writing, these should be addressed to:  
Local Plan Revised Publication Consultation, Planning Policy and Research Team, Nottingham City Council, LH Box 52, Loxley House, Station Street, Nottingham, NG2 3NG.

Responses must be received by 5.00pm Friday 10<sup>th</sup> November 2017

### Part A – Contact Details and Future Notifications

Please tick the boxes as appropriate.

**Q1** Are you responding as?

- An individual  
 A Landowner/Developer  
 An organisation  
 Other \_\_\_\_\_

**Q2** If you have commented before on the Local Plan and have your consultee ID number (this will have been provided on your consultation letter) please provide it.

ID No. 3636

**Q3** Your Details

Title  
First Name  
Last Name  
Job Title (if relevant)  
Organisation (if relevant)

MR  
LANCE  
BROOKS  
—  
—

**Q4** Agent's Details (if relevant)

—  
—  
—  
—

Address Line 1  
 Address Line 2  
 Address Line 3  
 Address Line 4  
 Address Line 5  
 Post Code  
 Telephone Number  
 E-mail Address

[REDACTED]  
 BARTON GREEN  
 CLIFTON  
 NOTTINGHAM  
 NOTTS  
 [REDACTED]

[REDACTED]

**Q5** Do you wish to be notified of any of the following?  
 (please tick yes or no for each question)

Submission of the Local Plan Part 2 for Examination?  
 Publication of the Recommendations of the Inspector?  
 Adoption of the Local Plan Part 2?

- Yes       No  
 Yes       No  
 Yes       No

**Part B – Your Response**

If you wish to comment on more than one issue please complete a separate form for each response (although you only need to complete Part A once).

**Q6** If you know the Proposed Change reference number provided in the Schedule of Changes to the Nottingham City Land and Planning Policies Development Plan Document (Local Plan Part 2), Publication Version, please provide it and move to Q8.

Proposed Change reference: \_\_\_\_\_

**Q7** Alternatively, if you do not know the Proposed Change reference please answer the following questions:

What does your response relate to? (please select only one from a) to e) below).

**a) A site?** (if yes, please specify the site and move to Q8)

- Yes  
 No

Which site? (please provide details of the site including ref number and site name).

Please give site details:

Site Ref: \_\_\_\_\_  
 Site Name: CLIFTON WEST

**b) A Policy?** (if yes, please give the Policy reference then move to Q8)

- Yes  
 No

Which Policy? (please provide the Policy reference)

Policy Ref \_\_\_\_\_

Policy text or justification text?

- Policy text  
 Justification text

Which part of the text? (please provide the related Policy criteria or paragraph number)

\_\_\_\_\_

**c) Another part of the document?** (if yes, please state which section then move to Q8)

- Yes
- No

If yes, please specify which section below.

**Which section?**

- Policies Map
- Section 1: Introduction
- Section 2: Background
- Appendix 1: Parking Guidance
- Appendix 2: Schedule of Proposed Transport Network Schemes
- Appendix 3: Housing Delivery
- Appendix 4: Employment Delivery
- Appendix 5: Retail Delivery
- Appendix 6: Methodology for Significant HMOs Concentration
- Appendix 7: Schedule of Caves

**d) Supporting documents?** (if yes, please specify which document, then move to Q8)

- Yes
- No

**Which document?**  
(e.g. Sustainability Appraisal)

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**e) Another issue?**  
(please specify then move to Q8)

5300

Yes (please give details) CLIFTON WEST.  
Enclosed is a letter from planning  
from 1994, stating no access to  
the proposed development from  
existing roads - Hawksley Gdns

**Q8 and Q9 are required by Planning Regulations. Please refer to the guidance note for more information.**

**Q8** Do you consider the Local Plan Part 2 to be legally compliant? (please tick yes or no and explain in the box to Q10. You will also need to answer Q9).

- Yes
- No

**Q9** Do you consider the Local Plan Part 2 to be 'sound'? (please tick yes or no).

- Yes (go to Q10)
- No (answer a-d below)

**a)** Do you consider the Plan is unsound because it is not 'positively prepared'?

- Yes
- No

**b)** Do you consider the Plan is unsound because it is not 'justified'?

- Yes
- No

**c)** Do you consider the Plan is unsound because it is not 'effective'?

- Yes
- No

**d)** Do you consider the Plan is unsound because it is not 'consistent with national Policy'?

- Yes
- No

If you consider that the Plan is unsound, explain why in the box to Q10).

**Q10** Please explain why you 'support' or 'do not support' the Proposed Changes set out in the Revised Publication Version of the Local Plan Part 2 (i.e. why you think the Plan is/is not legally compliant/sound). Try and be as precise as possible.

(please continue on a separate sheet if necessary)

**Q11** Please set out what change(s) you consider necessary to make the Plan legally compliant or sound, having regard to the reasons you identified in Q10. You will need to say why this change will make the Plan legally compliant or sound. It will be helpful if you are able to put forward your suggested revised wording of any Policy or text. Try and be as precise as possible.

(please continue on a separate sheet if necessary)

Please note your response should cover succinctly all the information, evidence and supporting information necessary to support/justify the response and the suggested change, as there may not be a subsequent opportunity to make further responses. After this stage, further submissions will be only at the request of the Inspector, based on the matters and issues he/she identifies for examination.

**Q12** If your response is seeking a change, do you consider it necessary to participate at the Examination in person?

- Yes, I wish to participate in person at the Examination
- No, I do not wish to participate in person at the Examination

**Q13** If you wish to participate in person at the Examination, please outline why you consider this to be necessary.

(please continue on a separate sheet if necessary)

Please note the Inspector will determine who participates at the Examination and the most appropriate procedure to adopt to hear those who have indicated that they wish to participate at the Examination.

**Responses must be received by 5.00pm on Friday 10 November 2017.**

**Thank you for taking the time to have your say on the Nottingham City Council Local Plan Part 2: Land and Planning Policies Document. You are kindly requested to complete the Equality Opportunities Monitoring questions on page 6, however this is OPTIONAL.**

**Data Protection** - The response(s) you submit on the Local Plan Part 2 will be used in the plan making process and may be in use for the lifetime of the Local Plan in accordance with the Data Protection Act 1998 although address, telephone and email details will not be published.. The information will be analysed and the Council will consider issues raised. Please note that responses cannot be treated as confidential and will be made available for public inspection. All responses can be viewed at the Council offices. If you provide your email address this will be the method of communication used in the future by default unless you advise us otherwise.

4.

## 5. VEHICULAR ACCESS

- 5.1 Vehicular access to Objection Site is proposed via Hartness Road. Hartness Road is a cul-de-sac which already serves 450 houses on the Barton Green Estate, with only one link point to the main road system (presently the A453 (Clifton Lane) Trunk Road at 'The Crusader' roundabout. Although Pieris Drive forms a 'loop' with Hartness Road within the estate, this arrangement is, strictly speaking, already contrary to the Nottinghamshire County Council's adopted Highway Design Guide. Thus, in the light of its practical function, Hartness Road should be a 'Local Distributor' (Type 1) road and should, therefore, take the form of a 'through' route. Even if it is treated as a Type 2 'Feeder Road', the Design Guide sets a limit of 150 dwellings for such a road when it is a cul-de-sac, and still allows a maximum of only 300 dwellings to be served even where there is a second junction with a Distributor Road. At 450 dwellings the existing arrangements are, therefore, grossly sub-standard, particularly when the use of Hartness Road by buses is also taken into account. We have not been able to organise a traffic count on Hartness Road (NB Lance/Chas - could you do such a count before the Inquiry opens?) but we have been told that, based on counts that it has taken on similar estates, the County Council assumes a traffic generation figure of 6/7 two-way traffic movements (of all types) per dwelling, per day. That would mean that Hartness Road at its south eastern end (adjoining the Crusader Roundabout) is likely already be carrying some 2700 to 3000 two-way traffic movements per day.

- 5.2 Even allowing for the Pieris Drive return loop there is still a 200 metre section of Hartness Road between Pieris Drive and Clifton Lane (Lance/Chas - measure and record the width of Hartness Road at this point) which carries all the Estate's traffic and which, if blocked, would effectively deny access to any traffic, including emergency traffic. We would suggest that this is by no means a satisfactory arrangement to which significant additional traffic should be added. The proposed development of up to 320 houses would add some 2000 vehicles per day (66%) to the critical section of Hartness Road.
- 5.3 Because of the absence of an alternative exit, because of the size and design of the Crusader Roundabout, and because of the very high traffic flows on Clifton Lane/Barton Lane, there is already considerable queuing on Hartness Road during the morning peak and this situation would be seriously exacerbated by the proposed development, leading to delays, to private motor cars and buses and to increased noise and engine exhaust emissions from stationary and stop/start vehicles. Conflict is also caused on this section of Hartness Road by cars stopping to go to the small shop(s?) there.
- 5.4 The Inspector will also note that the design of the Hartness Road intersection with the roundabout is such that exiting from the roundabout is not easy, a problem made worse when there are vehicles, particularly buses waiting to get out of Hartness Road, and this prevents smooth traffic manoeuvres for traffic coming off the roundabout, sometimes leading to shunt-type accidents as drivers entering Hartness Road adjust their vehicle position and check their speed, at the same time reducing the roundabout's capacity still further.
- 5.5 We know that the Highways Agency's published scheme for the A453(T) upgrading will eliminate the Crusader Roundabout. But that is, at best, some years away. Furthermore, if that scheme is not in the event approved by the Government, the delay in improvement to the A453 will be still further delayed. Even if that did go ahead, in the form of one of the Clifton Bypass options, local commuter traffic would be left on Clifton Lane and Barton Lane and that would mean continued serious congestion and delay at the Crusader Roundabout.

- 5.6 The Planning Brief Consultative Draft for Clifton West proposes access to the new allocation by means of Hawksley Gardens and Finchley Close. It accepts that two points of access are required in order to service the number of dwellings proposed in order to conform to the County Council's Highway Design Guide. However, it acknowledges that whilst access can be readily provided from Hawksley Gardens, the provision of the Finchley Close link would necessitate the acquisition of two pieces of privately-owned garden land. In the circumstances, we invite the Inspector to seriously question whether the full housing allocation can be legitimately proposed in the Local Plan, since it depends fundamentally on the willingness of third party landowners to sell their land for access. Even assuming they are willing sellers (L/C would they be? If not, will they come along and say so?), they would be in a highly beneficial ransom situation which would accordingly reduce the residual value of the proposed allocation itself. At best, the necessary negotiations could be long-drawn out. We would like to think that the Local Planning Authority would not attempt to use compulsory purchase powers to achieve the link, the use of which powers could be construed as being improper in view of the financial gain the Council will derive from the sale of its own land, but if compulsory purchase were attempted, and resisted, that would still be a long-winded process.
- 5.5 The Council's Brief claims that Hawkesley Gardens and Finchley Road are of adequate width to accommodate the traffic generated by the proposed allocation. This may be so (L/C - check actual widths), although if a bus-service were to be introduced (Paragraph 5.5 of the Planning Brief) then they certainly would have to be widened (with attendant land acquisition), but we question whether the junctions of these roads with Hartness Road have in fact been designed with the required kerb radius which, according to the Design Guide should be at least 7.6 metres (Table 1 of the Guide), even without bus access.
- 5.6 Both Hawkseley Gardens and Finchley Close have direct access to individual houses off them, notably accesses immediately adjoining the junction with Hartness Road. The manoeuvring of cars in and out of these driveways is not a problem with the presently light traffic flows on those roads. We suggest that serious difficulties and danger would be caused, however, with the huge increase in traffic flows (some 1000 additional two-way movements on each road per day, especially in relation to turning movements on and off Hartness Road. It is very likely, that had the development now proposed been envisaged originally, the design of the houses on both streets and the access arrangements to and from them would have been fundamentally different.



- 5.7 The proposed access arrangements will involve the crossing of a well-used and currently safe and quiet footpath/bridleway at two points. Horseriders and pedestrians presently enjoy a completely safe, segregated route from Clifton Old Village to the open countryside with its network of footpaths and bridleways to the west and south. That will be lost with the proposed allocation. We believe there may be particularly dangerous conflict between horseriders and cars.
- 5.8 Both Hawkesley Gardens and Finchley Close are presently quiet, relatively lightly trafficked (with slow moving vehicles) cul-de-sacs. As such they are extensively used by children resident on them for playing and riding bicycles etc. The former is also well used by pedestrians accessing the playing fields and footpath/bridleway. Their present character will be transformed to become parts of a through-loop road and this will constitute a road safety hazard and have severe environmental consequences for the residents of these roads.
- 5.9 The Planning Brief states that traffic calming will be required to be provided in the adjacent areas of Barton Green to mitigate the impact of the proposed development. We contend that this demonstrates what a fundamentally bad proposal this allocation is. We consider that any development allocation which requires traffic calming on adjoining roads as an integral and essential prerequisite must be flawed. We contend that a basic test of any development proposal, and certainly an allocation in a local plan, is that, at worst, it should not lead to any deterioration in local environmental and road safety conditions, such that some mitigation is necessitated, and that it should preferably lead to a significant improvement in conditions. We suggest that, as a matter of principle and sound practice, traffic calming should be used only to solve existing, and otherwise insoluble, problems, not as a means of damage limitation for new schemes. We feel strongly, therefore, that if development is not acceptable utilising conventional highway access arrangements and associated improvements/upgrading to the local highway network, it should not be proposed in the first place.

- 5.10 On a wider road-safety note we would suggest that the proposed allocation is poorly related in relation to the main facilities in Clifton, notably schools and shops etc.. The consequences of the proposed allocation would be that in order to reach those shops and schools, a significant increase in pedestrian crossing movements on the very busy and dangerous Clifton Lane will be involved. As noted above, it will be some years at best before this situation is alleviated. In the meantime, we believe the present grossly unsatisfactory road-safety situation should not be exacerbated by promoting a pattern of development which increase pedestrian/vehicle conflict on the A453 Trunk Road.

(Lance/Chas - you may wish to fill this out a bit)

## 6. THE ENVIRONMENTAL CONSEQUENCES OF THE PROPOSAL

- 6.1 We do not propose to repeat the evidence we have already set out above in this Section of our Evidence. We believe that it is clear from the foregoing that the residents of Barton Green will, as a result of the proposed allocation, suffer severe harm to their amenity. The chief impacts will be as a result of the loss of an important and valued area of open space, of increased noise and general activity, of increased traffic with the consequent threat to road safety and from exhaust emissions.
- 6.2 We contend that the proposed allocation is fundamentally at odds with the overall aims and objectives of the Nottingham Local Plan itself in this respect. Amongst others, we believe the proposed allocation on the Objection Site, conflicts with Policies ENV11 and ENV12, Air Pollution, ENV13, Noise Pollution, CD25, Nature Conservation, H9, Housing (Clauses a), b)), R6, Access to Open Space, R14, Playing Fields and Sports Grounds, T12, Public Rights of Way, and T13 (Clause b)). We believe the explicit conflicts with these policies are clear cut and do not require explanation. In the circumstances, we suggest that the proposed allocation renders the Plan internally inconsistent.

NB You may want to amplify all the above, and to put your only personal/local stamp on them. You will also need to draw out some points for questioning/cross examination of the Council's witness(es). I have not commented on the rebuttal documents which the Council have produced to date, I leave that to you. You will need to put in some conclusions at the end of the Evidence, again I leave this to you. You can put in some of the copy documents referred as Appendices, although it can be assumed that the Inspector and Council will have copies of PPG's of the Structure Plan and of other 'Core Documents'. Above all, feel free to hack this document around as much as you wish, it is not precious!



City of

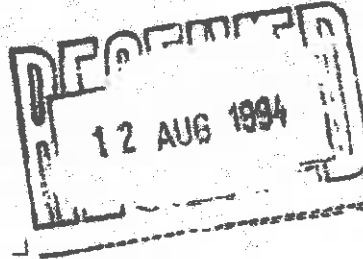
**NOTTINGHAM**

My Ref: (SG)KM/DF/  
 Your Ref: -  
 Contact: Mr. K. Mafham  
 Ext: 5469

**Development Department**

Exchange Buildings North  
 Smithy Row  
 Nottingham  
 NG1 2BS  
 Telephone 0602 483500  
 Fax 0602 410333  
 Direct Line 350785

A. Simpson M.P.,  
 The House of Commons,  
 LONDON.  
 SW1A 0AA



11 AUG 1994

2nd August 1994

Dear Mr. Simpson.

**HOUSING SITES AT CLIFTON**

Councillor John Taylor has passed me a copy of your letter of 22nd July and of his reply. I have set out below some additional information:

**Strategic Issues**

The strategic background to the revision of the Green Belt has been covered in Councillor Taylor's letter. I would add that the dwelling figures for South Nottinghamshire contained in the deposit draft of the Structure Plan are lower than those in the consultative draft. They take fuller account of environmental constraints in South Nottinghamshire and are considerably less than would be required if the Government's household formation assumptions were applied without modification.

The problem of finding suitable sites for housing will apply to all of the districts in Greater Nottingham. It is calculated that land for some 15,000 dwellings over and above sites already identified will have to be found. It is probable that adjacent districts will have to make very considerable amendments to the boundaries of the Green Belt in their areas.

The letter from Mrs. Brooks mentions exploiting the potential of converting old factories and offices to housing. In fact the Local Plan assumes that almost 1 million sq.ft. of vacant industrial and office floorspace could be converted to housing use providing almost 15% of the requirement. Increasing that figure would involve converting space at a very high unit cost and could also prejudice the economic prospects of the City.

Cont. . .

## Detailed Considerations - Design and Landscaping

The Clifton West site has an area of approximately 24 acres and Clifton South of 8 acres. The capacity of the sites is estimated at 250 and 100 dwellings respectively. In both cases a high standard of design, layout and landscaping would be required. In the case of Clifton West it is felt particularly important that any new housing should be screened from the open countryside and from existing housing areas by landscaping. It is also intended that the new housing should incorporate landscaped pedestrian ways that link the development to Clifton Village and to Clifton Woods and other areas of open countryside. It is not appropriate for the Local Plan to go into great detail on layout and design at this stage. If the principle of development is accepted then detailed planning briefs will be prepared with the participation of the local community.

### Access

Access to both the housing sites is still being investigated with the County Council and the Department of Transport. It can be said that in neither case would access be through existing residential areas except for emergency vehicles, such use being very infrequent. Existing residential roads would not be used for construction traffic. The Clifton West area would need an access direct from the A453 and this is subject to the views of the Department of Transport. Access to Clifton South would be from Clifton Lane.

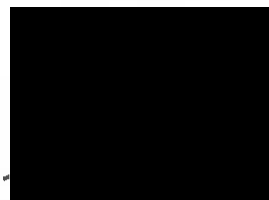
Mrs. Brooks refers to the problem of crossing the A453 to get to community facilities. The need for schools, shops and other community facilities which may be made necessary by additional housing is being investigated.

### Summary

There are few opportunities in Clifton to convert or redevelop non residential areas for housing nor are there any open areas which are not included within the Green Belt. Unless new housing sites are identified it will not be possible to make a more balanced provision of dwelling types to meet the future needs of the population.

A large number of comments on the Green Belt revision at Clifton have been received from the public. It will also be necessary to take account of the views of such bodies as the Department of Transport. A full report on the results of public consultation will be made to the City Council's Planning Committee in November of this year, together with recommendations for the amendment of the consultative draft of the Plan.

If you would like any additional information please let me know.



Director of Development