

PART 13 : IMPACT ON POLICIES AND PLANS

13.1 Methodology

13.1.1 This assessment follows DMRB Volume 11, Section 3, Part 12 1993/94 and TAG Unit 3.7.2., (the Other Government Policies Sub-Objective, June 2003). The assessment considers whether the scheme accords with current land use and transport plans and policy guidance at national, regional, county and local levels, and whether policy objectives would be hindered or facilitated by the scheme.

13.1.2 The method utilises a qualitative prediction of impacts on land use plans and policies against a three-point significance scale as recommended under DMRB and TAG:

- **Beneficial:** if the proposed scheme is likely to contribute to any land use and transport policies/proposals;
- **Neutral:** if the proposed scheme is not likely to have any effect on any land use and transport policies/proposals;
- **Adverse:** if the proposed scheme is likely to contradict any land use and transport policies/proposals.

13.1.3 In accordance with TAG this assessment has wider coverage than formally adopted plans, which may be out of date and take no account of changes in national or local policies. In particular, it also covers transport policies and proposals.

13.2 Consultations

13.2.1 The Environmental Statement Scoping Report was sent to the local planning authorities at Leicestershire County Council, Nottinghamshire County Council, Nottingham City Council, Rushcliffe Borough Council and North West Leicestershire District Council in October 2006. It was also sent to the Government Office for the East Midlands (GOEM).

13.2.2 Consultations have continued throughout the design and assessment phase.

13.3 Potential Impacts

13.3.1 The following Table 2.13.1 summarises the impacts of the proposals on national, regional and local planning policies. A more detailed assessment can be found in the A453 Widening environmental assessment report *Impact on Policies and Plans*, reference A021959-REP-E-PL-232 and *Impact on the Nottingham-Derby Green Belt* reference A021959-REP-E-ES-233.

Policies and Plans – Summary Table 2.13.1

National Policy

Policy	Authority	Interest	Aims	Comments	Impact
Better Quality of Life: A Strategy for Sustainable Development in the UK	DETR	Encouraging a sustainable attitude to development	Brownfield sites should be considered for development prior to Greenfield; primary natural resources should be used sparingly; waste minimized; materials reused where appropriate.	These aims are incorporated throughout the A453 widening project.	Beneficial
The Future of Transport Government White Paper	Department for Transport	Review of Transport issues in the UK and a view for change leading up to 2030	A transport network that meets the challenges of a growing economy and increasing demand for travel whilst achieving environmental objectives. Improved road network Fast, reliable and efficient rail network service. Reliable, flexible and convenient bus services. Encourage walking and cycling. Improved international and domestic links - ports and airports.	A453 route provides essential link between Nottingham and the local airport, a new station to be constructed at Ratcliffe on Soar and proposed NET system south of Clifton. The A453 scheme will create new sections of footway and cycleway for Non Motorised Users (NMUs).	Beneficial
Transport 2010	UK Government	Improve the transport networks in the UK	A transport system that provides: modern, high quality public transport; more light rail systems and attractive bus services; high quality park and ride schemes; improved transport links; a modern train fleet; well-maintained road network; fully integrated public transport information, safer and more secure transport accessible to all; a transport system that makes less impact on the environment.	A453 M1- Nottingham is noted as a priority. The A453 proposals seek to implement part of the Multi Modal Studies recommendations, such as linking the Parkway station and the proposed NET system south of Clifton. The A453 project proposals are designed to reduce road congestion and link with other sustainable alternative modes to reduce the reliance on car journeys.	Beneficial
UK Sustainable Development Strategy	UK Government	Sustainable development in the UK through to 2020	Sustainable consumption and production to reduce impacts on climate change. Protect natural resources and enhance the environment. Create sustainable communities.	A453 proposals promote alternative transport uses e.g. the new Parkway link and the potential extension of the NET scheme to the south of Nottingham.	Beneficial
UK Climate Change Programme (2006)	UK Government	Climate change in the UK	Promote a range of measures reducing the impact of climate change as a result of human activity	The general aims from the MMS are to provide solutions reducing the rate of traffic growth on the A453. This should	Neutral

Policy	Authority	Interest	Aims	Comments	Impact
				provide a neutral to beneficial impact on the carbon reduction aims of the Climate Change Programme.	
Planning Policy Statement (PPS)1: Delivering Sustainable Development	National Government	Provides the general framework for sustainable development	To promote sustainable and inclusive patterns of urban and rural development. This includes: making suitable land available for development; contributing to sustainable economic development; protecting and enhancing the natural and historic environment; ensuring high quality development and efficient use of resources; ensuring development supports existing communities and for all members of the community.	The A453 proposals comply with PPS 1 by providing reduced congestion along the A453, better linkages between the M1 and A50 with existing and proposed development in the Urban area in and around Nottingham. The linkages to the proposed rail and park and ride centres are intended to encourage the better use of public transport.	Beneficial
Planning Policy Guidance (PPG)2: Green Belts	National Government	Green Belt	Protect land in the green belt from urban sprawl to, prevent merging of towns, safeguard the countryside, preserve setting and character and assist in urban regeneration.	The A453 currently passes through the Nottingham - Derby Green Belt. Offline route will increase impact, although openness of the Green Belt will be maintained and thus the road will not conflict with the Green Belt to an unacceptable degree. Park and ride scheme within the Green Belt at Clifton is considered necessary for increasing use of public transport.	Neutral
PPS7: Sustainable Development in Rural Areas	National Government	Sustainable Development in Rural Areas	Raise quality of life and the environment in rural areas, promoting sustainable patterns of development, economic performance and diverse and adaptable agricultural sectors.	The A453 improvements will reduce congestion and assist in maintaining high levels of economic growth and development at both ends of the affected section i.e. Nottingham and the East Midlands Airport area. The proposed works will result in the loss of Best and Most Versatile soils, however will still comply with the requirements of PPS 7. Reuse of these soils elsewhere will ensure they are not lost entirely.	Adverse
PPS9: Biodiversity and Geological	National Government	Biodiversity and Geological	Preventing harm to biodiversity and geological conservation through the	No sites of ecological importance along the route. Hedgerows etc will be	Neutral

Policy	Authority	Interest	Aims	Comments	Impact
Conservation		Conservation	planning system.	replanted; ecological mitigation will be applied where required.	
PPS10: Planning for Sustainable Waste Management	National Government	Sustainable Waste Management	The aim is to protect human health and the environment by producing less waste and by using it as a resource wherever possible.	Best and Most Versatile Soils (B&MV) will be reused along the route or used in the creation of screening banks to reduce the impact of road noise or visual impact where possible. Contaminated materials will be treated appropriately.	Neutral
PPG13: Transport	National Government	Transport	The objectives of this guidance are to integrate planning and transport at the national, regional, strategic and local level to; promote more sustainable transport choices, accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling, and reduce the need to travel, especially by car.	The A453 improvement is to cater for deficiencies in the existing capacity and route by providing a range of sustainable means of transport, as well as improvements for non motorised users along the route. E.g. cycleway, footways etc. The A453 scheme has been designed to keep disturbance within acceptable limits however, some disturbance is likely. The new road is not expected to provide greater impacts than the existing one. There is potential for an improvement in the local environment resulting from the smoother flow of traffic.	Beneficial
PPG14: Development on Unstable Land	National Government	Development on unstable land	To encourage full and effective use of land in an environmentally acceptable manner, ensuring that development is suitable and that the physical constraints on the land are taken into account at all stages of planning.	The A453 and proposed improvement passes through areas that have been subject to coal mining activity, which can lead to ground stability issues and are a known hazard. Any unstable ground along the route will be appropriately dealt with as part of the construction works.	Beneficial
PPG15: Planning and the Historic Environment	National Government	The Historic Environment	Protection of historic buildings, Conservation areas, and other elements of the historic environment.	There are no listed buildings on the path of the proposed A453 but there are some within close proximity to parts of the scheme where there would be an impact on setting. Generally impacts will be temporary and not significant in the long term; however	Adverse

Policy	Authority	Interest	Aims	Comments	Impact
				in Clifton a slight road alignment alteration may affect some trees.	
PPG16: Archaeology and Planning	National Government	Archaeology and Planning	Preservation or recording of important archaeological remains in urban and rural areas.	Appropriate mitigation will be in place to ensure appropriate investigation, recording and preservation takes place, however impacts are inevitable.	Adverse
PPG 17: Planning for Open Space, Sport and Recreation	National Government	Open Space, Sport and Recreation	Protection of open space, sports pitches etc	Minor loss to sports pitch edges at NTU; loss of small open space areas between Mill Hill and Crusader; temporary loss of fair ground land at Gypsy Lane field, Clifton. Positive effects include the NMU provision along the whole length of the A453.	Adverse
PPS23: Planning and Pollution Control	National Government	Planning and Pollution Control	Control, mitigation and removal of pollution, as far as possible and practicable, to ensure the sustainable and beneficial use of land. So developments which may cause pollution do not affect existing developments.	Mitigation strategies developed to keep pollution to a minimum.	Neutral
PPG24: Planning and Noise	National Government	Planning and Noise	Minimise adverse impact of noise without restricting development.	A noise assessment has been carried out. In general no reason why the proposal should not proceed but noise climate will worsen at some locations.	Adverse
PPS25: Development and Flood Risk	National Government	Development and Flood Risk	Flood risk has to be considered to avoid inappropriate development in areas at risk of flooding and direct development away high risk areas	Much of A453 is outside floodplain. Acceptable for A453 to cross floodplain – mitigation will be required. Mitigation will include replacement flood water storage for land taken out of floodplain and balancing of runoff.	Beneficial
Minerals Planning Guidance / Policy Statements	National Government	Various Minerals Issues	Various Minerals Issues	No mineral planning matters along route although sand and gravel reserves do exist in close proximity.	Neutral

Regional Policy

Policy	Authority	Interest	Aims	Comments	Impact
East Midlands Regional Spatial Strategy (RSS8 March 2005)	Government Office for the East Midlands (GOEM)	Regional advice on housing, economy & regeneration, natural & cultural resources, regional transport strategy and monitoring and review.	Sustainable development of the region's economy, infrastructure, transport, housing and so on.	RSS covers a variety of subject areas. The most specific to the A453 proposals, are the transportation issues (see Regional Transport Strategy, below). Impact not scored to avoid double counting.	N/A
RSS8 Regional Transport Strategy RTS	GOEM	Policies and Proposals to help deliver the Spatial Strategy, and contribute to other RSS priorities.	To reduce the need to travel and rate of traffic growth, promote a change in the quantity and quality of public transport, and promote additional highway capacity when all other options have been exhausted.	A453 proposals plan to satisfy the aims of the RTS. Impact not scored to avoid double counting.	N/A
RSS8 – Policy 15	GOEM	Development in the Three Cities Sub-Area	Continued regeneration of Derby, Leicester and Nottingham, and maintain and strengthen the economic, commercial and cultural roles of all three cities.	Transport links between three cities and East Midlands Airport is important. Proposals will cater for interchanges required for the, preferred method, of public transport	Beneficial
RSS8 – Policy 16	GOEM	A Sub-Regional Spatial Strategy for the Three Cities Sub-area.	Develop a Sub Regional Spatial Strategy promoting; sustainable patterns of development and movement; public transport use; improvement to quality of the environment, economic performance, optimising economic benefits of Nottingham East Midlands Airport and consideration of Green Belt Designations.	Congestion on A453 restricts links between Nottingham and the airport. Proposals provide a sustainable link to the airport and motorway network.	Beneficial
RSS8 – Policy 34	GOEM	Regional Priorities for Strategic River Corridors.	Protect and enhance the natural and cultural environment of the region's strategic river corridors.	An impact on the Soar valley will result from the proposals. Long term impact will be beneficial due to additional flood plain storage.	Neutral
RSS8 – Policy 36	GOEM	Regional Approach to Managing Flood Risk.	Flood risk impact to be properly assessed, and guide development.	Proposals increase flood capacity of the valleys.	Beneficial
RSS8 – Policy 43	GOEM	Sub Area Objectives: Transport Issues.	Promote a change to provision and use of public transport.	The Multi Modal Study (MMS) identified flow capacity exceeded levels suggesting potential congestion problems. A453 current capacity is insufficient.	Beneficial
RSS8 - Policies 49-51	GOEM	Rail bus and light rail.	Promote rail bus and light rail as alternative	A453 proposals acknowledge potential	Beneficial

Policy	Authority	Interest	Aims	Comments	Impact
			transport methods.	of schemes, a facility has been made to link with these e.g. at Parkway and the NET system at Clifton.	
RSS 8 – Policy 52	GOEM	Regional trunk road investment priorities.	Progress trunk road investment priorities.	A453 proposals are desirable to address the congestion and safety issues along the route. Appendix 8 of RSS8 mentions the A453 (M1-Nottingham) as being a regional transport investment priority in 2006 – 2011.	Beneficial
East Midlands Regional Environmental Strategy	East Midlands Regional Assembly (EMRA)	Considers the impacts of activities on the environment.	To integrate considerations of the environment in all decision making to move towards a sustainable region.	The strategy suggests a number of policies that contribute to a more sustainable region and a better quality of life. Impact not scored to avoid double counting.	N/A
ENV5	EMRA	Travel	To encourage use of environmentally friendly methods of travel.	A453 proposals include increased provision for non-motorised users such as cycleways etc	Beneficial
ENV6	As above	Air Quality	To minimise greenhouse gas emissions and protect the environment.	Alternative transport links and cycleways etc can assist by offering alternative modes of travel. See ES chapter on Air Quality.	Neutral
ENV7	As above	Air Quality	To reduce the region's contribution to the emissions of air pollutants.	Alternative transport links and cycleways etc can assist by offering alternative modes of travel See ES chapter on Air Quality.	Neutral
ENV10	As Above	Land and land use	To value the soil as a resource and protect the important types.	Significant proportion of soils along the route are in the "best and most versatile" category and retention will be maximised and used in the final land form, screening mounds etc. Soils will be protected.	Adverse
ENV18	As above	Water	To continue to protect and improve surface, bathing and groundwater Quality.	Various drainage and flood management systems have been incorporated into the road design	Neutral
ENV19	As above	Water	To protect rivers and their floodplains as a natural resource and to increase floodplain capacity wherever possible.	Various drainage and flood management systems have been incorporated into the road design.	Neutral

Policy	Authority	Interest	Aims	Comments	Impact
Regional Economic Strategy East Midlands 2006 - 2020	East Midlands Development Agency (EMDA)	Maximising opportunities available in terms of business by mobilising resources and engaging with the region.	To build on existing economic success and to improve areas that have underperformed. This includes improving quality of infrastructure for better connectivity.	The A453 improvements are seen as a key strategic scheme of the RES. Therefore the improvements are in line with the RES.	Beneficial
Draft Regional Plan RSS8 (Sept 2006)	EMRA	Future development of the region to 2026.	Promote economic growth and a better quality of life.	Growth is encouraged in a sustainable way. Impact not scored to avoid double counting.	N/A
Policy 13	EMRA	Growth and regeneration in the three cities area.	To promote growth and regeneration in the three cities area.	The improvements will be beneficial for the area.	Beneficial
Policy 14	EMRA	Housing	To indicate annual housing requirements: 555 for Rushcliffe, 945 houses in Nottingham, 480 in NW Leicestershire.	A significant population increase expected, the proposals will aid movements of the increased population.	Beneficial
Policy 42	EMRA	Future transport policy	Proposals for the three city areas: T1: Reduce use of car – increased use of public transport T2: Improve public transport links between Derby, Leicester and Nottingham and other major cities T4: Improve public transport access to East midlands airport T6: Reduce congestion and improve safety on M1.	A453 aims to link a variety of public transport options with existing uses.	Beneficial
Policy 50	EMRA	Integration of public transport	Multi modal initiatives with public transport interchanges with safe access by foot and cycle, promote park and ride.	A453 aims to link a variety of public transport options with existing uses.	Beneficial
Policy 51	EMRA	Regional truck priorities	To progress trunk road investment.	A453-M1 is earmarked for investment as well as Parkway development at Ratcliffe on Soar and Nottingham light rail extensions. All proposals are limited without development of the road.	Beneficial
Sub Regional Strategy (SRS)	EMRA	Additional guidance on issues that cross strategic planning boundaries	Sets out a context for sustainable regeneration and growth of the sub area.	The sub area is seeking designation as a New growth point from 2006-2021 with status focussed on Nottingham Derby and Leicester. Impact not scored to avoid double counting.	N/A
Policy 2	EMRA	Green Belt	Green Belt will be retained but inner boundaries will be reviewed.	Opportunity for boundaries to be reviewed for appropriate development.	N/A

Policy	Authority	Interest	Aims	Comments	Impact
Policy 4	EMRA	New housing allocations	Nottingham requires 2,490 dwellings pa.	Significant growth is envisaged in South Nottingham and the A453 area. The road will therefore be useful.	Beneficial

Transport Plans

Policy	Authority	Interest	Aims	Comments	Impact
Transport Plan For Greater Nottingham 2006/7 to 2010/11 (March 2006)	Nottingham City Council	Future transport strategy and investment plans for 2006 -2011.	Improve links to employment and services by improving public transport, tackling congestion reducing air pollution and improving road safety.	The northern 2/3 of the A453 falls within this area. The A453 proposals form wider solutions including public transport improvements as well as additional capacity on the trunk road. The 'big picture' identified within the plan promotes the A453 proposals as such they are strategically important.	Beneficial
Air transport section of above plan	Nottingham City Council	Nottingham East Midlands Airport NEMA	Expansion of freight facilities	A453 improvements are supported as they will help with the expected increased demand of the airport.	Beneficial
NET 2 section of above plan	As above	Nottingham Express Transit Phase 2	Provision of improved public transport provision, including light rail and a park and ride site.	A453 and associated proposals will aid reduction of car travel reliance	Beneficial
Leicestershire Local Transport Plan 2006-2011 (March 2006)	Leicestershire County Council	Transport Strategy for Leicestershire	to achieve a transport system for Leicestershire meeting requirements for access and economic development in a sustainable way and improves people's quality of life.	The plan recognises that the A453 widening is top level priority at a regional level.	Beneficial

County Structure Plans

Policy	Authority	Interest	Aims	Comments	Impact
Leicestershire, Leicester & Rutland Structure Plan	Leicestershire County Council, Leicester City Council and Rutland County	Policies and Development in "Three Councils" area	strategic planning framework for development and use of land consistent with national and regional policy	A small part of A453 falls within Leicestershire. In case of conflicts RSS8 supersedes this plan as it is more recent. Impact not scored to avoid double	N/A

Policy	Authority	Interest	Aims	Comments	Impact
	Councils ("Three Councils")			counting.	
Strategy Policy 8	As above	Green Wedge	Protection of green wedge and open countryside	Road proposals and transport infrastructure are considered appropriate, A453 improvements are desirable in RSS8.	Beneficial
Strategy Policy 17	As above	Strategic River Corridors	Protect and enhance floodplains capacity, form and character	A453 is existing feature. Replacement flood capacity will be provided where flood plain is lost.	Beneficial
Environment Policy 1	As above	Historic Environment	Protect, preserve and enhance historic environment	No archaeological features required to be preserved in-situ, appropriate mitigation measures will be employed. Minor impacts on setting possible.	Adverse
Resource Management Policy 1	As above	Pollution	Minimise pollution	ES addresses these issues, no unacceptable impact will result in Leics.	Adverse
Resource Management Policy 5	As above	Agricultural Land	Protect best agricultural land	Some land will be lost, developer will seek to retain and reuse soils at appropriate locations. RSS8 highlights need for A453 improvements.	Adverse
Accessibility and Transport Policy 10	As above	New roads, road improvements and traffic management	Alterations are permitted if they improve environment, encourage walking improve road safety and public transport.	Proposals fulfil the criteria in this policy	Beneficial
Accessibility and Transport Policy 13	As above	East Midlands airport	Operational needs of airport are covered	A453 proposals will improve access to the airport	Beneficial
Nottinghamshire and Nottingham Joint Structure Plan (Feb 2006)	Nottingham County Council and Nottingham City Council	Policies for the area	Growth of the area, reflecting RSS8.	The plan will be replaced by a review of the RSS covering period up to 2026. Impact not scored to avoid double counting.	N/A

Policy	Authority	Interest	Aims	Comments	Impact
Policy 1/1	As above	Sustainable development	Target development towards sustainable development	Proposals seek to reduce congestion, related projects include a park and ride scheme and Parkway station	Beneficial
Policy 1/2	As above	Nottingham Derby Green Belt	Protection of Green Belt	Road improvements are acceptable in Green Belt	Neutral
Policy 2/1	As above	Sustaining Biodiversity	Protection of features, habitats etc in Biodiversity Action Plans	Proposals will affect flora and fauna, however areas affected do not contain features of major importance for flora and fauna	Neutral
Policy 2/3	As above	SSSI's	Protect SSSI's	No sites exist along road route	Neutral
Policy 2/5	As above	Protected species	Protection against impacts on protected species	Ecological section covers in more detail. Mitigation will be in place to prevent problems.	Neutral
Policy 2/6	As above	Wildlife habitat	Creation of habitats and enhance nature conservation	Landscaping aspects along the road, to provide an attractive route	Neutral
Policy 2/7	As above	Landscape character	Enhance and maintain landscape diversity	Proposals seek to expand existing development; landscape will not be significantly altered. Overall benefits of proposals need to be considered.	Adverse
Policy 2/8	As above	Trees and woodland	Protect existing trees and woodland	Unavoidable loss of trees along route, however planting will take place	Adverse
Policy 2/9	As above	Agricultural land	Protection of best and most versatile land	These exist along route, overriding need for widening takes precedent, if soils will be used elsewhere	Adverse
Policy 2/11	As above	Scheduled Ancient Monuments (SAM)	Preservation of SAM and nationally important archaeological remains	No SAMs on route, demonstrated need for road improvements justify removal of archaeological remains provided they are recorded.	Adverse

Policy	Authority	Interest	Aims	Comments	Impact
Policy 2/12	As above	Historic Character	Seeks to protect historic character of the area	No known battlefields/parks/gardens along route. Some listed buildings however none will be directly affected.	Neutral
Policy 2/13	As above	River Trent	Maintain and enhance importance of River Trent	Little interaction with the rivers, no impact resulting from road.	Neutral
Policy 2/16	As above	Flooding	Protect against and reduce effects of flooding	Soar Valley floodplain will be impacted but replacement flood plain capacity to be provided as mitigation.	Neutral
Policy 2/17	As above	Control of pollution	Minimise pollution in new developments	Run off controls have been incorporated in design, possible localised issues with emissions.	Adverse
Policy 5/3	As above	Rail investment priorities	Land safeguarded for identified rail investment priorities	A453 proposals will improve the link to the Parkway site.	Beneficial
Policy 5/4	As above	Cyclists, pedestrians, people with restricted mobility	Encourage higher proportion of journeys to be made on bike and foot	A453 proposals include cycle lane and footpath facilities.	Beneficial
Policy 5/9	As above	Regional Trunk Road Investment Priorities	Land safeguarded for the proposals	A453 referred to in policy, therefore support is given to the proposals.	Beneficial
Policy 5/11	As above	Access to Nottingham East Midlands airport	Encourage and improve access to the airport particularly by public transport	Proposals will improve access to the airport.	Beneficial

Minerals and Waste Policy

Policy	Authority	Interest	Aims	Comments	Impact
Leicestershire Minerals Local Plan Review (May 1995)	Leicestershire County Council	Minerals issues and allocations in the county	Planning of use of minerals in the county	Not particularly relevant to the A453 proposals.	N/A
Minerals and Waste Development Framework	As above	Minerals issues and allocations in the county	Planning of use of minerals in the county	In early draft stages, possibly workable sand and gravel north of A453 near Ratcliffe on Soar.	Neutral

Policy	Authority	Interest	Aims	Comments	Impact
Leicestershire & Rutland Waste Local Plan 1995-2006	As above	Waste	Ensure that waste management development occurs in the most appropriate locations	No proposals affect the A453 route.	Neutral
Nottinghamshire Minerals and Waste Policy (Dec 2005)	Nottinghamshire County Council	Minerals issues and allocations in the county	Planning of use of minerals in the county and planning for waste.	No currently proposed allocations close to A453. New documentation in very early stages.	Neutral

Local Policy / Local Plan Documents

Policy	Authority	Interest	Aims	Comments	Impact
North West Leicestershire Local Plan (adopted 2002)	North West Leicestershire District Council (NWLDC)	Sets out policy for development in NW Leicestershire	Economic regeneration and diversification; Protection and improvement of the environment; and Maintenance and development of social and community infrastructure.	The plan details policies relevant to the proposals for consideration in the decision making process. Impact not scored to avoid double counting.	N/A
Policy E1	NWLDC	Development within sensitive areas	Protection of sensitive areas.	A453 does not fall within this designation.	Neutral
Policy E2	NWLDC	Landscaping	Improve visual character and appearance of sites.	A453 proposals will significantly increase the footprint of the road increasing the urbanising influence. Landscaping will reduce the effect.	Adverse
Policy E4	NWLDC	Design	Regard to wider settings is required, including space around development.	Policy aimed more at buildings rather than linear constructions.	Neutral
Policy E7	NWLDC	Provision of hard and soft landscaping	Adequate/appropriate provision including using existing hedge's trees etc.	Where possible existing trees etc will be retained, although some losses will occur. Where losses occur new planting will be provided.	Adverse
Policy E23	NWLDC	Agricultural land	Preventing loss of best and most versatile (B&MV) agricultural land.	The affected soils will be relocated to areas for reuse or stored for agricultural purposes but there will be some loss of B&MV soils.	Adverse
Policy E25	NWLDC	Sites of Special Scientific Interest or Regionally Significant	Protect ecological and geological interesting sites.	No sites along the A453 however Lockington Marshes SSSI is close by, affects on this site have been	Neutral

Policy	Authority	Interest	Aims	Comments	Impact
		Geological Sites		addressed. New means of controlling run off will be implemented.	
Policy E26	NWLDC	County and District ecological or geological interest or Local Nature Reserves	Protect ecological and geological interesting sites.	No such sites on the A453. See ecological chapter for more details.	Neutral
Policy E27	NWLDC	Protected species	No harm to protected species.	Ecological studies have taken place, mitigation strategies will take place to protect the species present see ecological chapter of ES for full details.	Neutral
Policy E31	NWLDC	Surface and ground watercourses	Protection of surface and ground watercourses and effective disposal of sewage.	Replacement flood storage will be provided for loss of existing flood plain, and balancing of storm water runoff.	Neutral
Policy E41	NWLDC	Unstable, contaminated or affected by landfill gas land	Actual or potential risks associated need to be overcome.	Minor instabilities have been noted in Ratcliffe on Soar Power Station. These can be mitigated.	Neutral
Policy E44	NWLDC	Noise	Reduce unacceptable noise disturbance.	Noise survey has been carried out. Problems in sensitive areas in NW Leics. can be mitigated.	Neutral
Policy T1	NWLDC	Road Network	Improvement of the specified road network.	The A453 is identified as a proposed improvement; in addition T2 protects land along this route for the widening.	Beneficial
Policy T19	NWLDC	Public Safety Zones (PSZs) at East Midlands Airport	Presumption against new or replacement development in the zone.	The zone is to the south of the proposed development area, therefore no conflicts.	Neutral
Policy T20	NWLDC	Airport safeguarding	Development which would adversely affect the operational integrity or safety of East Midlands Airport will not be permitted.	Limited lighting at junctions, with no extensive linear lighting that could affect pilot's judgements, road alignment is oblique to runway. Landscaping will essentially replace existing features lost during the construction.	Neutral
Policy T21	NWLDC	Public transport	Development of public transport link between East Midlands Airport and the national rail network will be permitted.	The permitted railway link will link to the A453 at a junction near Ratcliffe on Soar power station.	Beneficial
Policy L16	NWLDC	Public rights of way	Protection of diversions of public rights of way.	A453 proposals will affect the rights of way although alternative routes and mitigation are proposed where conflicts occur. Adverse impact during construction at some locations. The	Adverse during construction; Beneficial in longer term

Policy	Authority	Interest	Aims	Comments	Impact
				provision of the NMU route will provide a safe route from one end of the scheme to the other fro NMUs and will be a major benefit.	
Rushcliffe Local Plan (Adopted 1996)	Rushcliffe Borough Council	Sets out policy for development in the borough for 1993-2001	Clear guidance for development proposals in order to improve the environment of the borough. The plan details policies relevant to the proposals for consideration in the decision making process.	The plan details policies relevant to the proposals for consideration in the decision making process. The Borough Council ensures no developments inhibit implementation of major road schemes. Impact not scored to avoid double counting.	N/A
Policy M1	Rushcliffe (Adopted Plan)	Road schemes	The Borough Council ensures no developments inhibit implementation of major road schemes identified.	The A453 to M1 improvements are identified within the plan.	Beneficial
Policy M4	Rushcliffe (Adopted Plan)	Non-motorised transport	Needs of cyclists, horse riders and pedestrians are to be considered.	Proposals include footways, bridleways and cycle paths in locations where they will be most effective.	Beneficial
Policy M7	Rushcliffe (Adopted Plan)	Disabled access	Provision to be made for the disabled.	The policy is aimed more at buildings rather than roads, therefore limited opportunities exist. Where appropriate provision has been made.	Neutral
Policy ENV1	Rushcliffe (Adopted Plan)	New developments	No adverse impact on amenity, design is sympathetic to the character, no adverse effects etc.	Some impacts on properties fronting the road, changes in noise and air pollution levels not problematic. Re-routing to avoid bat roosts and relocation of badger setts. Road pre exists so no new problems are likely.	Neutral
Policy ENV2	Rushcliffe (Adopted Plan)	Conservation Areas	Protection of conservation areas.	Thrumpton conservation area adjacent to the route, along the north west of the road however it is the southern side of the existing road is to be widened.	Neutral
Policy ENV6	Rushcliffe (Adopted Plan)	Scheduled ancient monuments	Protection of scheduled ancient monuments.	None exist along the route. Those near the route (Glebe Farm) will not be adversely affected.	Neutral
Policy ENV7	Rushcliffe (Adopted Plan)	Sites of archaeological importance	Protection of sites of archaeological importance.	A number of sites have been identified and mitigations proposed. Some areas may need recording.	Adverse
Policy ENV11	Rushcliffe (Adopted Plan)	Trees and woodlands	Protection of trees and woodlands.	Some areas will be affected and replanting will occur, particularly where	Adverse during

Policy	Authority	Interest	Aims	Comments	Impact
				trees act as a screen e.g. at the power station.	construction; Neutral in longer term
Policy ENV12	Rushcliffe (Adopted Plan)	Landscaping	Landscaping to be provided with proposals.	Landscaping is proposed, including tree planting, seeding.	Neutral
Policy ENV13	Rushcliffe (Adopted Plan)	Sites of Special Scientific Importance (SSSI)	Protection of SSSIs	No sites feature on the route.	Neutral
Policy ENV 14	Rushcliffe (Adopted Plan)	Sites of ecological or geological importance	Protection of sites of ecological or geological importance.	No sites feature on the route, those in vicinity have been considered in scheme proposals.	Neutral
Policy ENV15/16	Rushcliffe (Adopted Plan)	Green Belt	Protection of Green Belt from inappropriate development.	Land adjacent to A453 is protected for the widening, therefore widening must be appropriate.	Neutral
Policy ENV18	Rushcliffe (Adopted Plan)	Green Belt	EIA is required in order to show how impacts on countryside are minimised.	Siting of proposals is based on previous designs and findings of Multi Modal Study. Full details submitted.	Neutral
Policy S1	Rushcliffe (Adopted Plan)	Large new shopping stores	Large stores will not be granted outside existing shopping centres in Rushcliffe.	Little prospect along the A453.	Neutral
Policy S5	Rushcliffe (Adopted Plan)	Retail outside settlement limits	Proposals for retail outside settlement limits.	Lay-bys are currently used for café type establishments. Lay-bys are to be relocated but new laybys will not be available for vending.	Neutral
Policy EWT1	Rushcliffe (Adopted Plan)	Utility services	Utility services to be designed to minimise impact on environment.	All services will be re routed in a sensitive manner.	Neutral
Policy EWT2, 3, 4	Rushcliffe (Adopted Plan)	Utility services	Prevent new development causing floods and water quality problems.	Flooding compensation measures are in place, controls preventing release of contaminated water.	Neutral
Rushcliffe Borough Replacement Non-Statutory Local Plan (September 2006)	Rushcliffe Borough Council	Sets out policy for development in the borough	Guidance for development proposals in order to improve the environment of the borough. The plan details policies relevant to the proposals for consideration in the decision making process.	Work ceased in September 2006, due to introduction of LDF. The replacement plan was adopted on a non-statutory basis for development control purposes. Impact not scored to avoid double counting.	N/A
Policy GP1	Rushcliffe (Non Statutory Adopted Plan)	Amenity and design	Framework for sustainable economic growth and patterns of transport.	A453 proposals will relieve existing congestion and traffic, and help cope with expected growth. Proposals encourage economic growth and shift	Beneficial

Policy	Authority	Interest	Aims	Comments	Impact
				towards sustainable travel.	
Policy ENV2	Rushcliffe (Non Statutory Adopted Plan)	Conservation Areas	Preserve character and features of Conservation Area (CA).	Proposals will not cross into Thrumpton CA .	Neutral
Policy ENV3	Rushcliffe (Non Statutory Adopted Plan)	Conservation Areas	Restrict demolition of buildings in CA.	Proposals do not affect this.	Neutral
Policy ENV4 and 5	Rushcliffe (Non Statutory Adopted Plan)	Listed Buildings	Restrict demolition of Listed Buildings.	Proposals do not affect this.	Neutral
Policy ENV6	Rushcliffe (Non Statutory Adopted Plan)	Scheduled Ancient Monument	Protection of these sites.	Glebe Farm to south is only monument but won't be affected.	Neutral
Policy ENV7	Rushcliffe (Non Statutory Adopted Plan)	Sites of Archaeological Importance	Protection of these sites.	Findings are unlikely to require preservation in-situ. Findings will be recorded.	Neutral
Policy ENV10	Rushcliffe (Non Statutory Adopted Plan)	Sites of Special Scientific Interest	Protection of SSSI.	Sites are well off the road alignment, mitigation strategies have be proposed to deal with drainage and flood issues.	Neutral
Policy ENV11	Rushcliffe (Non Statutory Adopted Plan)	Nature Conservation	Protection on such sites.	There are no sites along the road line.	Neutral
Policy ENV12	Rushcliffe (Non Statutory Adopted Plan)	Habitat protection	Protection of recognised habitats.	Mitigation proposals can reduce problems in affected areas.	Neutral
Policy ENV13	Rushcliffe (Non Statutory Adopted Plan)	Landscaping Schemes	Landscaping required to mitigate significant impacts from proposals.	Landscaping is proposed to keep impact within acceptable limits.	Neutral
Policy ENV14	Rushcliffe (Non Statutory Adopted Plan)	Green Belt	Protecting Green Belt.	Existing A453 passes through Green Belt, as would any improved route for the A453.	Neutral
Policy ENV19	Rushcliffe (Non Statutory Adopted Plan)	Green Belt and open countryside	Protection from Impact on these areas.	Road has been designed to have as little impact as possible, where offline works are proposed landscaping will mitigate impacts.	Neutral
Policy ENV21	Rushcliffe (Non Statutory Adopted Plan)	Agricultural land	Protection of agricultural land.	Best and most versatile soils will be affected however they will be retained where possible and used elsewhere.	Adverse
Policy ENV22	Rushcliffe (Non Statutory Adopted	Pollution	Prevention of polluting developments.	Potential increases are generally within acceptable limits.	Neutral

Policy	Authority	Interest	Aims	Comments	Impact
	Plan)				
Policy ENV23	Rushcliffe (Non Statutory Adopted Plan)	Contaminated land	Reducing effects of development on potentially contaminated land.	2 potentially contaminated sites exist, neither are considered to be a threat.	Neutral
Policy WET2	Rushcliffe (Non Statutory Adopted Plan)	Flooding	Prevent development in flood risk areas.	At Soar Valley the road embankment will remove capacity from the floodplain. Additional storage is proposed to account for loss + additional 20%.	Beneficial
Policy WET3	Rushcliffe (Non Statutory Adopted Plan)	Groundwater resources	Development should not impact groundwater.	Groundwater control to be put in place. Balancing ponds & other measures ensure pollution is controlled.	Neutral
Nottingham Local Plan (November 2005)	Nottingham City Council	Policies for the area	(Amongst others) Maintain and enhance Greater Nottingham's access to regional and national markets and improve road safety	The plan details policies relevant to the proposals for consideration in the decision making process. Impact not scored to avoid double counting.	N/A
Policy T10	Nottingham City	Management of highway network	Planning permission will not be granted where development will prejudice implementation of proposed highway schemes	A453 development is recognised as a future development and land protected from development.	Beneficial
Policy R1	Nottingham City	Development of open space	Protect open space from adverse development	Open spaces along the Clifton Section of the A453 may be affected during construction works only.	Adverse
Policy R5	Nottingham City	Loss of playing fields	Protection of playing fields	Minor loss, strips of land lost from the NTU Rugby pitches.	Adverse
Policy BE1	Nottingham City	Design	clear distinction between public and private space; personal safety safeguarded conflict between pedestrians, cycles and traffic is minimized through integrated design &; elements of development provide visually attractive spaces.	A453 design should satisfy these issues and provision of non-motorised users' facilities (the NMU route).	Beneficial
Policy BE3	Nottingham City	Building design	Nature of area to be taken into account in design.	The new road will have a larger footprint. Mitigation will reduce the impact.	Adverse
Policy BE4	Nottingham City	Building design	Sustainability principles to be taken on board.	A453 includes improvement of public transport facilities, cycle lanes etc, widening will reduce congestion.	Neutral
Policy BE5	Nottingham City	Landscape design	Landscaping to be appropriate, and comprehensive.	The new road will have a larger footprint. Mitigation will reduce the impact.	Adverse
Policy BE10	Nottingham City	Listed buildings	Protecting listed buildings.	The setting of the listed Dovecote on	Adverse

Policy	Authority	Interest	Aims	Comments	Impact
				Clifton Village Green will be affected.	
Policy BE12	Nottingham City	Conservation Areas	Preserve or enhance the character.	Some land taken from Clifton conservation area at Clifton Green. Land given back elsewhere.	Adverse
Policy BE15	Nottingham City	Archaeology	Protection of scheduled ancient monuments (SAM) and archaeological remains.	No adverse impacts on Scheduled monuments are expected. Setting of Dovecote might be slightly affected.	Adverse
Policy BE16	Nottingham City	Archaeology	Protection of archaeological constraint areas	Some constraint areas identified requiring recording	Adverse
Policy BE17	Nottingham City	Archaeology	Protection of local archaeological sites	Some local sites identified requiring recording.	Adverse
Policy NE1	Nottingham City	SSSIs	Protection of flora, fauna and landscape in SSSIs.	No SSSIs present.	Neutral
Policy NE2	Nottingham City	Nature Conservation	Protection of flora, fauna and landscape Local Nature Reserves LNR, Site of importance for nature Conservation (SINC).	None present.	Neutral
Policy NE3	Nottingham City	Nature Conservation	Protection of protected species.	Mitigations are proposed particularly for badger setts.	Neutral
Policy NE4	Nottingham City	Biological or geological sites of importance	Safeguard and protect flora and/or fauna 'in-situ' or find suitable alternatives.	There are no sites present.	Neutral
Policy NE5	Nottingham City	Trees	Protection of existing trees.	Road generally extends on land north of existing road to protect larger part of Clifton Green Conservation Area. Development seeks to avoid established tree line where possible.	Adverse
Policy NE6	Nottingham City	Trees	Protection of TPO trees.	No TPO trees to be removed.	Neutral
Policy NE7	Nottingham City	Mature landscape area	Protection of these areas.	One area at juniper / Spinney Hill. A small slither will be removed for the proposals, however overall impact is negligible.	Adverse
Policy NE8	Nottingham City	Green Belt	Protection of Green Belt.	Highway improvement route corridor shown in Clifton. Minor area affected.	Neutral
Policy NE9	Nottingham City	Pollution	Reduction of emissions of pollution.	Proposals not expected to add to existing, improved junctions should reduce accidents. Impact on air quality expected at some locations.	Adverse
Policy T10	Nottingham City	Management of highway network	Protection of land required for proposed highway schemes.	Secretary of State confirmed support for MMS into the A453 and widening of the	Beneficial

Policy	Authority	Interest	Aims	Comments	Impact
				road.	
Clifton Village Conservation Area Plan Policy	Nottingham City	Conservation Area	Protect and preserve Clifton Village Conservation Area (CA).	Proposals differ to objections in the plan, but some land take is required in order to achieve wider policy aims. Sensitive design should maintain integrity of CA.	Adverse

13.4 Summary

- 13.4.1 The proposals for the improvements for the A453 are generally in line with planning policy at national, regional, county and local levels. As can be seen in the summary table the proposals are, in the main, beneficial or neutral to achievement of the various planning policy aims. Most of these plans, statutory and non-statutory, recognise and promote the need for the A453 improvements. Consequently the proposals will be beneficial to the aims of the planning and economic development of the region. Furthermore the review of the planning policy documents demonstrates a positive attitude towards the improvement of the A453 at national, regional, county and local levels.
- 13.4.2 At national level adverse impacts are generally related to the loss of Best and Most Versatile soils, air quality impacts and the fact that the scheme conflicts with the aim of PPS 1 to reduce the reliance on the car, due to the anticipated increase in car use over the life of the scheme.
- 13.4.3 At a regional level, the need to improve the A453 is again recognised in policy as a benefit. Green Belt status on the rural areas south of Clifton is to be discussed at the local level following the Report of the Panel of the Examination in Public of the East Midlands Regional Plan in 2007. At county level there is a general conformity to the plans although again the same issues score adversely i.e. impact on Best and Most Versatile soils, the anticipated increase of car use over the life of the road and air quality, and to a lesser degree impacts on cultural heritage.
- 13.4.4 At the local level the A453 route runs through 3 district authority areas and has been assessed with regard to the policies of these authorities. These authorities are:
- North West Leicestershire District Council
 - Rushcliffe Borough Council
 - Nottingham City Council
- 13.4.5 As with regional level policy the main adverse impacts at the local level relate to soils, archaeology and noise / air quality and, in Nottingham, the effects on the Clifton Conservation Area. Many of these adverse scores are for similar issues within several of the local policy documents, but overall they support the road improvements and see them as a part of the strategy for economic growth in the region.
- 13.4.6 The review of planning policy therefore demonstrates an overt keenness for the improvement of the A453 at national, regional / county and district level. There are some areas where adverse impacts will be encountered as set out above but mitigation is considered to be possible in most cases. In some cases mitigation will not prevent an adverse impact but this will need to be balanced against the more

general policy aims for the region in determining whether such adverse impacts are acceptable to provide a greater gain for other policy objectives.

- 13.4.7 In summary it is considered that the scheme has a neutral effect on national policy and plans and a beneficial effect on regional / county and local plans and policies.