

PART 6 : LAND USE

6.1 Methodology

- 6.1.1 This part of the Environmental Statement (ES) assesses the likely effects of the proposed improvements to the A453 on land use including development land, land used by the community, agricultural land and farming activities. Agricultural land quality is assessed separately in Section 2 Part 12 *Soils and Agricultural Land Quality*.
- 6.1.2 This part addresses only those direct environmental impact issues related to loss of land and rights of access etc. It does not address issues relating to environmental impacts covered by other sections of the ES such as noise and air quality.
- 6.1.3 Issues relating to compulsory purchase and associated negotiations for compensation are dealt with by the District Valuer as a separate process to the environmental assessment.
- 6.1.4 There is some cross over between urban non-agricultural land uses and development land, and agriculture and farming activities where farm diversification leads to multiple uses of agricultural units. Where this occurs such issues are dealt with in the agricultural section of this part of the ES, as such uses are invariably linked to the commercial activities of the associated farm.
- 6.1.5 Guidance within the Highways Agency's Design Manual for Roads and Bridges (DMRB) Volume 11, Section 3, Part 6 Land Use – Amendment No. 1 (August 2001) is followed in this assessment. Guidance within Interim Advice Note (IAN) 81/06 has been used to arrive at the significance of effects (see below). The DMRB gives guidance on assessing the effects of demolition of property, loss of agricultural land and development land, loss of land (as opposed to buildings) used by the community (for example public open space) and the effects on proposals for restoration of un-navigable, disused or abandoned waterways or development of new waterways.
- 6.1.6 This part of the ES is a summary of the detailed *A453 Environmental Assessment Land Use Report* reference A021959-REP-E-ES-224, August 2008.

Assessment of Impact on Non-Agricultural Properties

- 6.1.7 There is no standard methodology within the DMRB or elsewhere for determining the magnitude (scale) of impacts on, and sensitivity of, private property, development land and community land. The criteria presented in Table 2.6.1 has therefore been developed and used to assess the magnitude of impacts of the scheme. Beneficial impacts are considered positive, whereas adverse impacts are considered negative. Neutral impacts occur where there is little or no overall change.

Table 2.6.1 : Criteria Used for Assessing the Magnitude of Impacts on Private Property, Development Land and Community Land

Magnitude	Criteria for Private Property	Criteria for Development Land	Criteria for Community Land
Major	<p>Adverse: Demolition of private property.</p> <p>Adverse: permanent acquisition of more than 50% of landholding</p> <p>Adverse: closure of business employing more than 50 people.</p>	<p>Adverse: frustration of a committed development proposal.</p> <p>Beneficial: effects which will facilitate or significantly complement proposed or committed development proposals.</p>	<p>Adverse: Complete loss of a community facility or local open space</p>
Moderate	<p>Adverse: Loss of gardens; long term disruption to private property during construction period.</p> <p>Adverse: Permanent acquisition of 10-50% of landholding, medium term disruption.</p> <p>Adverse: Closure of a business employing less than 10 people</p> <p>Beneficial: effects which will complement proposed or committed development proposals.</p>	<p>Adverse: Revision to design necessary for a proposed development proposal.</p> <p>Beneficial: effects which will complement proposed or committed development proposals.</p>	<p>Adverse: Relocation of a community facility or local open space. Significant change in the quality of a community facility or local open space.</p>
Minor	<p>Adverse: Partial loss of private gardens, disruption to residential premises.</p> <p>Adverse:- significant restrictions to access to property</p>	<p>Adverse: small loss of land not preventing committed development proposals from progressing.</p> <p>Beneficial: effects which will indirectly support proposed or committed development proposals.</p>	<p>Adverse: Relocation of a community facility or local open space</p>
Negligible	<p>Temporary disruption to properties and businesses. Replacement of boundary fences.</p>	<p>Temporary disruption to properties and businesses. Replacement of boundary fences.</p>	<p>Temporary disruption to a community facility or local open space</p>

6.1.8 Importance has been determined by the sensitivity of the receptor. High refers to residential dwellings or other facilities where loss of land will critically affect the use or enjoyment of that land. Medium importance refers to less sensitive residential dwellings or other facilities where loss of land will not critically affect the use or enjoyment of that land. Low importance refers to other facilities which are not sensitive to loss of land as a result of the scheme, for example an underused field.

6.1.9 A matrix has been developed to determine the significance of effects on private property, development land and community land. This is shown in Table 2.6.2. This is arrived at by combining the magnitude of the impact and the sensitivity / importance of the receptor, and is based on guidance in IAN 81/06.

Table 2.6.2 : Determining the Significance of Effects on Non-Agricultural Land Use

Sensitivity of Receptor	Magnitude of Impact			
	Major	Moderate	Minor	Negligible
High	Large or Very Large	Moderate or Large	Slight or Moderate	Slight
Medium	Moderate or Large	Moderate	Slight	Neutral or Slight
Low	Slight or Moderate	Slight	Neutral or Slight	Neutral or Slight

*Adverse impacts are Negative Significance (e.g. Slight Negative Significance)
 Beneficial impacts are Positive Significance (e.g. Slight Positive Significance)*

6.1.10 It should be noted that the assessment does not confine itself to significant impacts only but takes into consideration a range of lesser impacts which may not be significant overall but are likely to be of concern for those individuals affected.

Assessment of Impact on Agricultural Properties

6.1.11 The assessment of impact on agricultural properties has been undertaken by Brown & Co. In assessing the scheme’s effect on the use of rural land and the associated agricultural implications, there are four main areas that are covered. These are:

- Land take, including temporary during construction;
- Type of land use / husbandry;
- Severance; and
- Major accommodation works for access, water supply and drainage.

6.1.12 Criteria for assessing impacts on agricultural farm units have been developed which are similar to those adopted on other major highway schemes. Criteria used to assess the significance of effects on farm units are given below in Table 2.6.3.

6.1.13 Large adverse effects are considered to be highly significant, moderate adverse effects are considered to be significant, whilst minor adverse and neutral effects are considered to be of low and no significance respectively.

Table 2.6.3 : Criteria for Estimating the Effect on Agricultural Farm Units

Significance	Definition
Large Adverse	The impact of the proposal would be likely to render the whole farm non-viable.
Moderate Adverse	The viability of the business should not be threatened but significant changes in the day-to-day management may be required.
Minor Adverse	The viability of the business is not threatened: minor changes would be required to the enterprises and the type and range of enterprises is unaffected.
Neutral	The financial impact would be insignificant in relation to net farm income and no alteration to the farming system would be needed to absorb the physical impact.
Beneficial	The potential viability of the business could be enhanced by, for example, an increase in the area of land farmed, a reduction in severance, or the removal of traffic from access routes.

6.1.14 The Management and Investment Income (MII) has been calculated in respect of each landowner / occupier who is losing land as a result of the scheme. MII is calculated by deducting Total Input from Total Output. This enables the financial impact of land take on the landowner / occupier to be assessed. The criteria and impact detailed in Table 2.6.4 below has been utilised to establish the overall significance:

Table 2.6.4: Criteria for Assessing Significance (through MII) of Effects on Agricultural Property

Impact on MII	Criteria
Slight	The farm will experience a fall in MII but will not have its viability threatened.
Moderate	The farm will experience a large fall in MII, but is unlikely to have its viability threatened
Severe	The farm will experience a large fall in MII and could have its viability threatened.

6.1.15 In order to establish the 'Effect upon Agricultural Land' it was necessary to establish the following background information from the respective landowners / occupiers:

- Total area of land owned;
- Total area of land farmed;

- Occupational status of holding (owner occupied / tenanted);
- Typical cropping and / or livestock enterprises;
- Non-agricultural / diversification activities undertaken on the holding.

6.1.16 Issues relating to severance were discussed with the respective landowners / occupiers. The effect of severance has been considered taking into account the existing and proposed accommodation works along the route of the A453.

6.2 Key Guidance and Legislation

6.2.1 DMRB Volume 11, Section 3, Part 6 Land Use Amendment No 1, dated August 2001, is the key guidance followed as described in section 6.1 above.

6.2.2 Government planning policy guidance, in particular Planning Policy Guidance (PPG) 17: '*Planning for Open Space, Sport and Recreation*', and Planning Policy Statement (PPS) 1: '*Delivering Sustainable Development*', are considered in this assessment. At a local level reference is made to the various planning policy documents in force along the route which provide development advice for the land affected by the scheme. These comprise the administrative areas of Nottinghamshire and Leicestershire, North West Leicestershire, Rushcliffe and Nottingham City.

6.2.3 National, regional and local plans and policies regarding land use which are relevant to the proposed scheme are discussed in more detail in the *A453 Environmental Assessment Land Use Report* reference A021959-REP-E-ES-224, and the *A453 Widening Environment Assessment: Impact on Policies and Plans* report A021959-REP-E-PL-232.

6.3 Consultations

6.3.1 The planning departments of the East Midlands Regional Assembly (EMRA), Nottingham City Council, Rushcliffe Borough Council and North West Leicestershire District Council have been consulted to establish developments for which planning permission has been granted or applications that are outstanding, and relevant policy documents.

6.3.2 Individual landowners have also been consulted regarding land take implications of the road proposals. Interviews have been undertaken with landowners / occupiers / tenants / agents (as appropriate) likely to be affected by the proposals, to confirm land ownership boundaries and the extent of land likely to be affected. Discussions have established impacts on farm economics covering land take, husbandry, severance and accommodation works for access, water supply and drainage.

6.4 The Study Area

- 6.4.1 The study area for the land use assessment concentrates on an area approximately 100m in width either side of the scheme but is extended where particular issues arise to justify a widened area of study. Land uses and other features in the study area have been identified by consultation, site inspections and through desk study of secondary sources.

6.5 Baseline Conditions

- 6.5.1 There is little relevant information available from studies on previous proposals to improve the A453 on effects on private property, development land, land used by the community, waterway restoration projects, and agricultural land and farming activities.
- 6.5.2 A desk study of Ordnance Survey maps has been undertaken to locate farms and other land uses within the study area. In addition a search of the Land Registry has been undertaken to identify land ownership, and site surveys have been undertaken to record land uses within the study area.
- 6.5.3 Figure 2.6.1 in the ES Volume 2 indicates land uses within the rural section between M1 Junction 24 and the western edge of Clifton. Within the rural section, the A453 passes through predominantly arable countryside. A number of farms are scattered to the south of the road. Those which occupy land to the south of the road i.e. on the Gotham side of the A453 will lose land to the scheme, the scale of loss varying, but being predominantly driven by the widening of the existing carriageway. Other losses will occur at the new junctions.
- 6.5.4 There are 15 farming businesses and 13 landowners who are non-farming who are affected along the route. The assessment treats the land in terms of the ownership of the plots as notified by the owners or the Land Registry.
- 6.5.5 Impacts on the land owned by E.ON and Nottingham City Council (Burrows Farm) are addressed in both the agricultural section – where the impact is generally on the tenant occupier - and the non-agricultural section – where the land owner's interests are assessed.
- 6.5.6 There are a limited number of non-agricultural residential properties close to the A453. The village of Ratcliffe on Soar lies close to the road and further south are the settlements of (from west to east) Kegworth, Kingston on Soar, New Kingston and Gotham. North of the A453 lie the villages of Thrumpton and Barton in Fabis. Most of Thrumpton lies within a Conservation Area.
- 6.5.7 Other land uses within the study area in the rural section are the River Soar, River Soar Navigation / Ratcliffe Cut Canal, Midland Mainline Railway, Ratcliffe on Soar Power Station and associated E.ON land. There are trees, hedges, scrubland and areas of woodland / plantation close to the A453 on both sides of the road.

- 6.5.8 Figure 2.6.2 in the ES Volume 2 indicates land uses within the urban section through Clifton. Here the predominant land use is residential development. Other land uses beyond the highway are the Crusader Public House and Man of Trent Public House, Esso Petrol Filling Station, Four Winds and Baird House Care Homes, and the Nottingham Trent University Clifton Campus. Clifton Green is a registered Village Green and a larger area surrounding it is also designated as a Conservation Area.
- 6.5.9 There are areas of open space close to the A453 through Clifton, in particular a children's play area off Pieris Drive (west of Crusader Roundabout), Gypsy Lane Field, Clifton Green and other open space at Green Lane junction, and off Fleam Road (close to the Farnborough Road Junction). There are wide grass verges with mature trees on the south side opposite Crusader roundabout / Clifton Lane, and opposite the University.
- 6.5.10 It is assumed that the baseline situation just prior to the start of construction, and therefore of relevance to the assessment of land use, will include the following committed developments (see Section 1 Part 1 of this ES, paragraph 1.3.6):
- East Midlands Parkway Railway Station including Park and Ride (under construction);
 - Nottingham Express Transit Extension to Clifton (NET2) including Park & Ride;
 - Lark Hill Retirement Village;
 - Clifton Service Station improvements including a Tesco Express convenience store.
- 6.5.11 Other possible longer-term developments which have not been included in this assessment, due to the uncertainty of outcome, are:
- M1 Widening junctions 21-25;
 - East Midlands Airport (EMA) extension
 - Public transport link to EMA;
 - Nottingham Forest Football Club re-location;
 - NET extension from Clifton to M1 / A50 / A42 junctions via Parkway Station;
 - Urban extension to the south of Clifton (as identified in The Three Cities Sub-Regional Strategy and the Draft East Midlands Regional Plan (RSS8)).

6.6 Potential Impacts

- 6.6.1 A detailed description of the proposed project is given in Section 1 Part 2 of this ES. This describes the proposals to widen the A453 principally alongside the existing carriageway, to the south in the rural section and to the north of the current A453 in the urban section. Such on-line widening and associated junction improvements,

accommodation works (for example farm tracks) and mitigation proposals (for example new planting next to the carriageway) will require the purchase of private and publicly owned land. Land will be taken from those land uses mentioned in Section 6.5 above.

- 6.6.2 Within the proposed off-line section between Thrumpton and the southern edge of Clifton, land for the new route will need to be taken from adjoining farms. Furthermore some land in between the existing A453 and the proposed route will be severed from the main farmstead, with potential impacts on farming practices and access.
- 6.6.3 There will be no demolition of any building as a result of the project.
- 6.6.4 No registered Common Land (in accordance with the Commons Registration Act 1965) will be affected by the project. Clifton Green is a registered Village Green (under the same 1965 Act) which lies to the north of the A453 within the Clifton Conservation Area. The Village Green will be avoided and a small amount of land, less than 50m², of new highway grass verge will become part of the Village Green. The significance of this impact is discussed below.
- 6.6.5 The area of land within the study area which extends east of the River Soar to the Rushcliffe Borough / Nottingham City boundary lies within the Nottingham-Derby Green Belt. The widening scheme will therefore pass through the Green Belt, impacts on which are assessed below. It should be noted that the Nottingham-Derby Green Belt is extensive, and that the part of the Green Belt south of Clifton is subject to review within the Draft East Midlands Regional Plan.
- 6.6.6 The area west of the River Soar is designated as 'Countryside' in the North West Leicestershire Local Plan, which seeks to limit any development to rural uses. In addition all of the A453 widening scheme falls within a development consultation zone for East Midlands Airport. The 'Countryside' area is currently proposed as a possible extension to the existing Green Belt by EMRA (Nottingham-Derby Green Belt Review, August 2006).

Construction Phase Impacts

- 6.6.7 Most impacts on land use generated during the construction phase are likely to be similar to those incurred during the operational phase of the development, due to the initial acquisition of land and the restriction on right turn movements across the A453. Once in place this will continue during the operational life of the project. Therefore most impacts are likely to be permanent.
- 6.6.8 Main impacts in the construction phase relate to:
- loss of land of facilities on a permanent or temporary basis;
 - temporary or permanent loss or interruption of access due to highway works;

- temporary closures of the A453 or routes crossing the carriageway.
- 6.6.9 There will also be limited periods when sections of the A453 will be closed to allow specific construction activities such as the placing of bridge beams. There will be limited, short duration occurrences that will probably be undertaken during the night when traffic and use of road is low. Appropriate diversions will be put in place.
- 6.6.10 The only places where right turns will be possible once construction commences will be at the identified roundabouts and junctions along the route, i.e. Parkway Junction, West Leake Junction, Mill Hill Roundabout, Crusader Roundabout, Green Lane Junction and Farnborough Road Junction. Right turn traffic movements from properties accessing directly onto the A453 across the main traffic flows will not be allowed for safety reasons. This has the effect of increasing journey times to some properties that front onto the existing A453.
- 6.6.11 There will also be temporary potential impacts due to construction area requirements in terms of the location of works compounds, temporary soil storage areas, etc. Identified areas are shown on Figure 2.3.1 in the ES Volume 2 and have been taken into account in this assessment.

Operational Phase Impacts

- 6.6.12 The operational phase begins once the new road is in place and opens to traffic i.e. from winter 2012 onwards. During this period there will be no further loss of land, but the road design could result in issues for some land users by altering previous access routes to some properties. Improvements to the Nottingham Trent University north entrance will enable right turn movements into the campus.

6.7 Design and Mitigation Measures

- 6.7.1 Adverse land use impacts will be minimised through appropriate scheme design. The extent of land that will be purchased for the project has been minimised to that which is essential to meet legal requirements, current engineering standards and to avoid significant environmental effects. Sensitive land uses have been avoided by routing the off-line section between Thrumpton and Clifton.
- 6.7.2 Scheme design includes the provision of grade-separated junctions, suitable accesses and accommodation tracks to reduce adverse impacts on private residences and farm activities adjacent to the road.
- 6.7.3 The proposed non-motorised user (NMU) routes alongside the road will form a significant part of the mitigation strategy as the routes will provide significantly improved conditions for pedestrians, cyclists and equestrians and will allow the retention of the existing A453 carriageway from Thrumpton to Mill Hill. This route will become a local distributor road once the main traffic flows are moved to the new route.

6.7.4 At Barton Lodge there will be an accommodation underpass beneath the new carriageway to maintain a connection to Nottingham Road from New Road, Barton in Fabis via Barton Lane. This route could also be used by NMUs.

6.7.5 Table 2.6.5 summarises the proposed mitigation measures on non-agricultural properties.

6.7.6 Table 2.6.6 summarises the proposed mitigation measures on agricultural land uses.

6.8 Magnitude of Impacts – Non-Agricultural Land

6.8.1 The magnitude of impacts varies along the route and from property to property depending on a variety of factors.

6.8.2 Tables 2.6.1 and 2.6.2 set out the criteria for assessing the impact of the scheme on non agricultural properties and other land uses. Magnitude of impact can be difficult to assess as individuals can have different perceptions of scale. A benchmark has therefore been set based on similar reports from other road schemes. Table 2.6.1 sets out the criteria used for assessing magnitude.

6.8.3 Table 2.6.5 summarises the main environmental impacts for each property along the route and records the magnitude of impact based on table 2.6.1.

6.8.4 Within the urban section of the route and for those few properties of a non-agricultural nature within the rural section, only two land uses are identified as being subjected to a magnitude of impact defined as Major Adverse. These are:

- Mobile catering facilities that currently use the Thrumpton lay-bys (under an annually renewed license from Rushcliffe Borough Council). These lay-bys will be closed early in the road scheme and vending in the lay bys on the new route will not be permitted. Therefore these businesses will be lost at the construction stage as a result of the scheme;
- The 3G Telecommunications Aerial at the Farnborough Road Junction. This will be removed during construction and re-located to an agreed position.

6.8.5 No private property will require demolition as a result of the scheme.

6.8.6 Moderate adverse impacts will occur during the construction phase at:-

- Dowells Barn - loss of some land and the existing access onto the A453;
- Cedar Isle - changes to the current access arrangements and the close proximity of construction works for the bridge widening etc.;
- E.ON Power Station - general loss of land on both sides of the road; amendments to access; and relocation of the Empower training facility. Maintenance of security is a key issue for E.ON;

- Burrows Farm - existing Fox Covert Lane junction to be closed; land to be acquired for a new access route to Fox Covert Lane from Mill Hill Roundabout;
- The Lark Hill Retirement Village - land will be lost to the new Mill Hill Roundabout from the Woodland Park area which is currently under construction;
- NET Phase 2 Park and Ride site – if this is approved, construction is likely to occur at the same time as A453 Widening.

All other non-agricultural land use impacts are considered to be minor adverse or negligible as shown in Table 2.6.5

- 6.8.7 During the operational phase the magnitude of scheme impacts identified during construction will be the same for most properties / land uses. E.ON will continue to suffer moderate adverse impact due mainly to the loss of land. However the impact will not be so great as to prevent the power station from continuing in operation throughout construction of the new road and beyond.
- 6.8.8 Similarly the magnitude of impact on Dowell's Barn, Burrows Farm and the Lark Hill Retirement Village will remain as moderate adverse after construction as a result of alteration to accesses and loss of land from the retirement village.
- 6.8.9 Long term impacts will be moderate beneficial following opening of the road for Cedar Isle and the NET site mainly as a result of improved accesses.
- 6.8.10 The footways at the Village Green at Clifton will be improved, as will the junction radii but this will not create a major impact as the scheme seeks only to improve existing highways structures on the fringe of the registered Village Green. In the longer term the scheme will add land to the Green as a result of the realignment of the Green Lane junction but this is less than 50m² and is considered a negligible impact.
- 6.8.11 At Nottingham Trent University (NTU) land will be taken along the NTU frontage to the A453 and changes will be made to the access into and out of the site with only the northern and southern accesses maintained for vehicles. This loss of land and the access restrictions will not prevent the operation of the University but it is reasonable to conclude that there will be a minor adverse impact.
- 6.8.12 One notable issue affecting properties along the whole route relates to the restriction on right turn traffic which will be prevented at any location other than the main junctions. This restriction will commence at the start of the scheme works as a road safety measure. This imposition generally has a negligible magnitude of impact on land take as no land is actually lost. However, the result is that for some properties that currently enjoy a right turn onto or off the A453, journey distances would increase. Properties affected by this are quite often located remote from the road line and are typically residential areas rather than individual properties.

- 6.8.13 Right turn movements will only be possible, once construction commences, at the roundabouts and grade-separated junctions along the route. i.e. Parkway/Ratcliffe on Soar Junction; West Leak Junction, Mill Hill Roundabout, Crusader Roundabout, Green Lane Junction and Farnborough Road Junction.
- 6.8.14 Right turn traffic movements from properties accessing directly onto the A453 across the main traffic flows will not be allowed. Properties affected in the rural section are Dowell's Barn, Cedar Isle, Glebe Farm and Burrows Farm. In the urban section, properties affected are Baird House and Four Winds care homes, Esso and Man of Trent and properties along Grasby Walk; some of the estate roads that front onto the A453; Sunninghill Drive, Glapton Lane and Garrett Grove.
- 6.8.15 Following completion of the road scheme some locations will benefit from improved access as result of new facilities e.g the Four Winds and Baird House care homes which will gain a new and separate access road. This will also benefit the residents of Grasby Walk. Within the rural section, only Cedar Isle will be allowed direct access (left-in / left-out) with the A453.
- 6.8.16 Overall the magnitude of impacts on Land Use for the non-agricultural properties, both during construction and operation of the new, road is minor adverse with very little private land being lost to the scheme at all.

6.9 Magnitude of Impacts –Agricultural Land

- 6.9.1 The predominant impact on the agricultural land owners is one of land take, primarily on land parallel to the existing A453 carriageway and around the junction areas.
- 6.9.2 Other than land required for the widening of the carriageway, land will also be required for various accommodation works, water management facilities, including compensatory flood plain storage and general landscaping and screening purposes.
- 6.9.3 In the urban area there are also plans to locate a site management compound for the construction period on land owned by Nottingham City Council that is, for much of the year, used for the grazing of horses. It is also understood that this land is used on an annual basis to host a fair.
- 6.9.4 The effects on individual agricultural properties is summarised in Table 2.6.5 with more detailed assessment in the EIA Land Use report reference A021959-REP-E-ES-224 August 2008.
- 6.9.5 The main effect for all of the farms is the loss of productive land to the scheme. In all instances such a loss is not considered to be so severe as to threaten the viability of the farms and render the whole farm non-viable. However, a reduction in agricultural land will have an impact on the productivity of each farm affected as fixed costs will remain the same whilst total output declines. This has been assessed using the Management and Investment Income (MII) calculation as described in Paragraph 6.1.14 above.
- 6.9.6 A number of access issues have been identified, most notably at Barton Lane, near Top Farm, where the existing Barton Lane is to be closed off. However, J H

Plowright Ltd., Mrs D M Plowright and Messrs P, S & D Plowright, who farm land either side of the road at this point, will be able to gain access beneath the A453 via an accommodation underpass in order to maintain their operations. There will also be NMU provision through the underpass.

6.9.7 At the southern end of the A453 there will be an area required to provide flood storage to mitigate the loss of flood plain capacity taken up by the wider footprint of the proposed road across the Soar Valley.

6.9.8 Moderate adverse impacts will occur during the construction phase at:-

- Farms in the vicinity of Thrumpton
- Land north of Barton Lane, Barton in Fabis
- Land in the vicinity of Long Lane Bridge, north of A453.

6.9.9 All other impacts along the route are judged to be Minor Adverse in terms of the magnitude of effect, based on the scoring system set out in the methodology in Table 2.6.3.

6.9.10 The loss of direct access at the A453 will affect the non-agricultural business units at Manor Farm. Access is currently available to both the southbound and northbound carriageway. This access will be lost and access will be via the West Leake Junction.

6.10 Significance of Effects – Non-Agricultural Land

6.10.1 The significance of effects is set out in the matrix within Table 2.6.2, being a function of the magnitude of impact and the sensitivity of an affected site.

6.10.2 Sensitivity of a land use is assessed as High, Medium or Low as outlined in paragraph 6.1.8. The assessment of sensitivity has been based on professional judgement and comments made by the respective landowners during discussions and correspondence in the design phase of the development. For example the restriction on right turn traffic has a negligible impact in terms of magnitude in accordance with Table 2.6.1, as there is no loss of land to individuals. However the restriction does have an indirect impact on the nearby properties using the affected access points. Therefore whilst the magnitude is negligible, the sensitivity is often high as the impact is very real for those properties that require a right turn from a particular access point to enjoy their property. The Table 2.6.2 matrix therefore identifies the overall significance as 'Slight Negative'.

6.10.3 Sensitivity will vary from property to property. Some properties will be able to withstand much greater impacts than others and vice versa. For example the loss of land along the entire frontage of NTU or Ratcliffe on Soar Power Station will be much less sensitive to those particular owners than if the same area of land was removed from a residential property where the impact could prevent that property functioning properly or at all. Therefore size is not necessarily the main driver in determining the significance of an impact.

6.10.4 Equally the restriction on right turn movements within the scheme will cause some road users to travel further to undertake journeys currently made while right turns are possible. In this assessment it is considered that where such a restriction affects residential properties and the new journey distance is increased by approximately 1km or more, then the sensitivity is high due to a combination of the increased distance to be travelled, the numbers of properties affected and the general inconvenience to those properties.

6.10.5 Properties and other land uses likely to be highly sensitive to the scheme either during construction or operation are as follows:-

- Dowells Barn - due to access changes and restrictions and the proximity of construction works;
- Cedar Isle – due to access changes and restrictions and the proximity of construction works;
- Hillside Cottage - the property requires access onto or across the A453 to avoid being severed; and access restrictions particularly during construction and widening of the Thrumpton over-bridge will force all traffic via the A453 even if going to Thrumpton village;
- Properties at Barton Lodge – due to their location with access directly on to the existing A453;
- NET 2 proposed Park and Ride site is inextricably linked to the A453 in the MMS recommendations;
- Novrea Hydro Electric power generation site and Trentside Chalets off Fox Covert Lane;
- Fairground site – although a very short term use it is locally important;
- Clifton Green - as community land the Green is highly sensitive to any development and enjoys certain protection by statute;
- Baird House and Four Winds Residential Homes are considered to have high sensitivity due to the high occupancy and special requirements for establishments of this nature e.g. ease of access, deliveries, etc.;
- All of the housing estates where right turn restrictions will impact are assessed as being highly sensitive to effects on access;
- 3G Telcom' aerial is considered sensitive as the loss of land on which the aerial sits will require the facility to be relocated.

6.10.6 Table 2.6.5 sets out the sensitivities used in assessing the significance of impacts cause by the road scheme.

6.10.7 The Significance of effects is assessed on a five point scale from Neutral through Slight, Moderate, and Large to Very Large. These effects can be positive or negative.

6.10.8 The assessment concludes in assessing significance of impacts, that no Large or Very Large negative impacts on Land Use are expected.

6.10.9 Moderate Negative significance of effects are predicted at:

- Dowell's Barn due to access restrictions, although significance of effects may be reduced since this is in Department for Transport ownership;
- E.ON Power Station due to loss of land, access and impact on the Empower training facility;
- Cedar Isle due to access restrictions during construction, but improved access will be of moderate positive significance after construction;
- Hillside Cottage, during construction when access restrictions will impact on the use of the property;
- Mobile catering facilities at Thrumpton laybys which will not be able to continue during the construction. Beyond the construction phase new laybys will not be available for vending;
- The 3G Telecommunications Aerial which will require re-location prior to construction.

6.10.10 Apart from Cedar Isle mentioned above, other positive impacts are likely to occur at the following locations:

- Properties at Barton Lodge (New Road / A453 junction) due to the main carriageway moving away from these properties and thus access will no longer be directly on to the trunk road;
- NET 2 site as the new Mill Hill Roundabout will facilitate a link to the park and ride site.
- Clifton Village Green post construction where additional land will be added to the green as new highway boundary, as well as improved public access routes to and across the green.

6.10.11 The majority of remaining impacts are assessed as being of slight negative to neutral significance as shown in Table 2.6.5. It is assumed that the fair will continue to be held on its current site with neutral effect.

6.11 Significance of Effects –Agricultural Land

6.11.1 The significance of effects on Agricultural land is assessed by considering the implications of land take, type of land use, husbandry, severance and major accommodation works. The MII calculations assist in establishing the significance of any loss to the overall farm viability.

6.11.2 Table 2.6.4 sets out the criteria used to classify the significance of effects in undertaking the MII calculation. The impacts are considered as being either Slight – where minor reduction in MII is experienced, Moderate where impact is unlikely to threaten farm viability and Severe where farm viability will be threatened.

6.11.3 The Table 2.6.3 criteria are then used to inform the assessment of overall impact as determined by the matrix in Table 2.6.2. Table 2.6.6 sets out the overall impact for each property during construction and once the improved road is open to traffic.

6.11.4 The majority of effects are assessed as Minor Adverse, however there will be Moderate Adverse effects upon the following agricultural land during construction:

- Curzon-Coaker Trust;
- Cott Beverages Ltd., (with Major Adverse impact on committed employment site);
- Manor Farm Trust, due to loss of direct access to business units at Thrumpton;
- David Wilson Homes;
- Land in the vicinity of Barton Lane, Barton in Fabis farmed by the Plowright family, where access across the A453 is required during construction to maintain the connection between businesses and farming interests on either side of the trunk road.

6.11.5 Most effects will be the same during operation i.e. following road opening, as effects during construction, except that a number of Minor Adverse construction effects will reduce to Neutral where new accesses have become established and farming operations have successfully accommodated the A453 Widening project.

6.12 Summary

6.12.1 In summary the land use impacts on non-agricultural properties both during construction and the operational phase are not expected to be of large significance. Indeed most impacts will be slight.

6.12.2 The greatest negative effect is likely to be on the Power Station where there might be a cumulative impact resulting from losses of peripheral areas of land and also the disruption to the Empower training facility. Aside from this the access arrangements will change. However it is not thought that that the operation of the Power Station will be compromised by the road proposals.

6.12.3 The general wider benefits of the scheme as proposed in the Multi Modal Study will provide a greater good for the community at large compared to the impacts on land use along the route.

6.12.4 Most of the agricultural land affected lies to the south of the A453 although some lesser impacts will be felt to the north, mostly limited to restrictions on access during and beyond the construction period.

6.12.5 In some instances the reduction of the existing A453 to an NMU / local road will also make the farming of the land more convenient.

6.12.6 Accommodation works are proposed at a number of locations to facilitate farm movements and NMU users. Also water, drainage and flood compensation controls will take up additional land alongside the road scheme. Impact on loss of committed employment land for flood compensation at the Cott Beverages site will result in a Major Adverse impact.

- 6.12.7 No agricultural properties will be so detrimentally affected by the scheme as to result in anything more than a Moderate Adverse impact, with most affected properties being subject to Minor Adverse impacts.
- 6.12.8 Where the proposals result in the loss of direct access to the A453, mitigation measures are proposed. Particular reference is made to the accommodation underpass opposite Barton in Fabis to enable continued access to the land situated to the north and south of the A453.
- 6.12.9 Accordingly it is considered that whilst various impacts occur along the route in relation to land use matters, the overall significance of effect is Slight Negative.

Table 2.6.5: Assessment of Main Effects on Non-Agricultural Properties – Summary Table

DESCRIPTION OF UNIT (including land ref. where known)	MAIN ENVIRONMENTAL EFFECTS	MITIGATION	AREA AFFECTED (hectares)	IMPACT DURING CONSTRUCTION			IMPACT DURING OPERATION		
				MAGNITUDE (major / moderate / minor / negligible – adverse or beneficial)	SENSITIVITY (high / medium / low)	SIGNIFICANCE (very large / large / moderate / slight / neutral – negative or positive)	MAGNITUDE (major / moderate / minor / negligible – adverse or beneficial)	SENSITIVITY (high / medium / low)	SIGNIFICANCE (very large / large / moderate / slight / neutral – negative or positive)
Plot Ref 1/1 & 2/3 (Mr Coaker) Land between M1 J24 and Dowells Barn LT300466	<ul style="list-style-type: none"> loss of land to road widening. loss of land for floodplain storage area proposed mineral extraction area remain unaffected Possible longer term development opportunities although not currently allocated in local plan 	<ul style="list-style-type: none"> none proposed 	1.60	minor adverse	low	slight negative	minor adverse	low	slight negative
Plot Ref 1/7 & 1/7a Dowells Barn	<ul style="list-style-type: none"> loss of part of garden closure of direct access onto A453 Left in left out restriction on access during construction period 	<ul style="list-style-type: none"> provision of new access track connected to long lane 	0.03	moderate adverse	high	moderate negative, (but reduced as DfT owned property)	moderate adverse	high	moderate negative, (but reduced as DfT owned property)
Leicestershire County Council Land LT79766	<ul style="list-style-type: none"> loss of land and access ramp to land used as hard standing and access to Cedar Isle new access restricted to left turn only 	<ul style="list-style-type: none"> improved access ramp to be installed 	2.95	minor adverse	low	slight negative	minor adverse	low	slight negative

DESCRIPTION OF UNIT (including land ref. where known)	MAIN ENVIRONMENTAL EFFECTS	MITIGATION	AREA AFFECTED (hectares)	IMPACT DURING CONSTRUCTION			IMPACT DURING OPERATION		
				MAGNITUDE (major / moderate / minor / negligible - adverse or beneficial)	SENSITIVITY (high / medium / low)	SIGNIFICANCE (very large / large / moderate / slight / neutral - negative or positive)	MAGNITUDE (major / moderate / minor / negligible - adverse or beneficial)	SENSITIVITY (high / medium / low)	SIGNIFICANCE (very large / large / moderate / slight / neutral - negative or positive)
Plot Refs 2/6 & 2/6a Cedar Isle LT129808	<ul style="list-style-type: none"> existing access ramp to be closed access to and from property to be restricted to left turns only Access ramp to be means of access for all on Cedar Isle incl. construction traffic 	<ul style="list-style-type: none"> improved access ramp to be installed 	0.15	moderate adverse	high	moderate negative	Moderate beneficial	high	Moderate positive
Plot Refs 2/8 Red Hill Marina and related land uses	<ul style="list-style-type: none"> existing access to A453 to be closed off 	<ul style="list-style-type: none"> new access to be created as part of Parkway proposals will link Redhill Marina et al to the A453 and Ratcliffe on Soar 	0	minor adverse	low	slight negative	minor adverse	low	slight negative
Network Rail	<ul style="list-style-type: none"> existing bridge to be widened for new carriageway proposed Parkway Station access to be upgraded possible traffic management disruption during construction period 	<ul style="list-style-type: none"> Access to be upgraded to allow connection to improved A453 	0.95 (0.95 temporary)	negligible	low	slight negative	negligible	low	slight positive

DESCRIPTION OF UNIT (including land ref. where known)	MAIN ENVIRONMENTAL EFFECTS	MITIGATION	AREA AFFECTED (hectares)	IMPACT DURING CONSTRUCTION			IMPACT DURING OPERATION		
				MAGNITUDE (major / moderate / minor / negligible or adverse or beneficial)	SENSITIVITY (high / medium / low)	SIGNIFICANCE (very large / large / moderate / slight / neutral – negative or positive)	MAGNITUDE (major / moderate / minor / negligible – adverse or beneficial)	SENSITIVITY (high / medium / low)	SIGNIFICANCE (very large / large / moderate / slight / neutral – negative or positive)
Plot Ref 2/4, 4a & 4b British Waterways – Ratcliffe Cut	<ul style="list-style-type: none"> new bridge crossings to cater for widened carriageways 	<ul style="list-style-type: none"> none proposed 	0.12 (0.02 temporary)	negligible	low	neutral	negligible	low	neutral
Plot Ref 2/10x & 3/1x E.ON Ratcliffe on Soar Power Station NT422266	<ul style="list-style-type: none"> loss of land adjacent to the Parkway Station site loss of land on existing road frontage to allow for an NMU track and junction, embankment for access ramp from Parkway Station to A453 east bound carriageway – results in loss of small number of approx. 10 parking spaces loss of land to south of the A453 for road widening relocation of Empower training facility direct access off A453 into the Power Station to be lost loss of land at West Leake junction ash road bridge to be demolished 	<ul style="list-style-type: none"> provision of new access into the E.ON site from new grade separated Parkway Junction a new bridge will be built to allow the A453 to pass over the ash road (road 5) and the junction link road. 	17.12 (0.55 temporary)	moderate adverse	medium	moderate negative	moderate adverse	medium	moderate negative

DESCRIPTION OF UNIT (including land ref. where known)	MAIN ENVIRONMENTAL EFFECTS	MITIGATION	AREA AFFECTED (hectares)	IMPACT DURING CONSTRUCTION			IMPACT DURING OPERATION		
				MAGNITUDE (major / moderate / minor / negligible - adverse or beneficial)	SENSITIVITY (high / medium / low)	SIGNIFICANCE (very large / large / moderate / slight / neutral - negative or positive)	MAGNITUDE (major / moderate / minor / negligible - adverse or beneficial)	SENSITIVITY (high / medium / low)	SIGNIFICANCE (very large / large / moderate / slight / neutral - negative or positive)
Hillside Cottage, Thrumpton NT391364	<ul style="list-style-type: none"> no land take but access will be interrupted during construction existing access direct onto A453 to be closed up 	<ul style="list-style-type: none"> access to be maintained to Southern Cottage throughout operation access across Thrumpton overbridge to be maintained in the longer term 	0	minor adverse	high	moderate negative	neutral	medium	neutral
Mobile Catering Facilities in A453 Laybys at Thrumpton	<ul style="list-style-type: none"> permanent loss of existing lay-bys on A453 lay-bys on new carriageway will not be available for vending 	<ul style="list-style-type: none"> no mitigation proposed as facilities are let on annual licence with no guarantee of renewal by Licensor (Rushcliffe BC) 	0	major adverse	low	moderate negative	Not applicable Licences for vending will not be granted on the new route	Not applicable Licences for vending will not be granted on the new route	Not applicable Licences for vending will not be granted on the new route
Properties at Barton Lodge NT107779 NT314197 NT391360	<ul style="list-style-type: none"> no loss of land access along Barton Lane stopped up main line of A453 moves away from Barton Lodge compared to current route 	<ul style="list-style-type: none"> new link via de-trunked A453 and Mill Hill roundabout 	0	negligible	high	slight negative	minor beneficial	high	slight positive

DESCRIPTION OF UNIT (including land ref. where known)	MAIN ENVIRONMENTAL EFFECTS	MITIGATION	AREA AFFECTED (hectares)	IMPACT DURING CONSTRUCTION			IMPACT DURING OPERATION		
				MAGNITUDE (major / moderate / minor / negligible - adverse or beneficial)	SENSITIVITY (high / medium / low)	SIGNIFICANCE (very large / large / moderate / slight / neutral - negative or positive)	MAGNITUDE (major / moderate / minor / negligible - adverse or beneficial)	SENSITIVITY (high / medium / low)	SIGNIFICANCE (very large / large / moderate / slight / neutral - negative or positive)
Plot Ref 6/2 D&F Nottingham City Council Land – including: Burrows Farm, Road Verge Land through Clifton, etc	<ul style="list-style-type: none"> loss of land adjacent to existing A453 at Burrows Farm closure of Fox Covert Lane Junction and access to Novera site and Trentside Cottages. 	<ul style="list-style-type: none"> new access to Fox Covert Lane linking to existing A453 via Mill Hill Roundabout 	4.19	moderate adverse	low	slight negative	moderate adverse	low	slight negative
Plot Ref 6/2a, b & c Lark Hill Retirement Village	<ul style="list-style-type: none"> loss of part of 'Woodland Park' landscaped grounds to allow for Mill Hill Roundabout 	<ul style="list-style-type: none"> none proposed due to limited land availability in the vicinity roadside landscaping intended to supplement land lost from the grounds. 	1.14	moderate adverse	low	slight negative	moderate adverse	low	slight negative
NET Phase 2 site – Clifton	<ul style="list-style-type: none"> Construction is likely to occur at same time as A453 Widening 	<ul style="list-style-type: none"> New Mill Hill Roundabout allows for a connection between NET Phase 2 site and A453 	0	moderate adverse	low (as scheme will not be implemented until 2010)	slight negative	moderate beneficial (due to link to A453 which forms part of the NET proposal)	high (because the NET scheme requires an A453 link as per MMS recommendations)	large positive

DESCRIPTION OF UNIT (including land ref. where known)	MAIN ENVIRONMENTAL EFFECTS	MITIGATION	AREA AFFECTED (hectares)	IMPACT DURING CONSTRUCTION			IMPACT DURING OPERATION		
				MAGNITUDE (major / moderate / minor / negligible - adverse or beneficial)	SENSITIVITY (high / medium / low)	SIGNIFICANCE (very large / large / moderate / slight / neutral - negative or positive)	MAGNITUDE (major / moderate / minor / negligible - adverse or beneficial)	SENSITIVITY (high / medium / low)	SIGNIFICANCE (very large / large / moderate / slight / neutral - negative or positive)
Fox Covert Lane and Properties Deriving Access	<ul style="list-style-type: none"> Junction to be stopped up increased journey times to travel to and from Nottingham improved safety at junction with A453 	<ul style="list-style-type: none"> new access route joins to the A453 via Mill Hill Roundabout 	0	minor adverse	medium	slight negative	minor negative	medium	slight negative
Crusader Public House NT174019	<ul style="list-style-type: none"> No loss of land owned by Pub 	<ul style="list-style-type: none"> no mitigation proposed 	0	negligible	low	slight negative	negligible	low	slight negative
Plot 6/3i Fair Ground Land East of 'The Leys'	<ul style="list-style-type: none"> loss of informal access to fairground direct from A453 opposite the Man of Trent public house temporary impact during construction 	<ul style="list-style-type: none"> alternative access already exists off Garrets grove - this will be maintained 	0 (2.7 temporary)	moderate adverse	High	moderate negative	negligible	low	neutral
Man of Trent Public House NT362149	<ul style="list-style-type: none"> loss of one out of two existing access points to pub car park, but no loss of land access restricted to left in, left out movements only during construction and operational period 	<ul style="list-style-type: none"> improvements to be made to the remaining access 	0	negligible	low	neutral	negligible	low	neutral

DESCRIPTION OF UNIT (including land ref. where known)	MAIN ENVIRONMENTAL EFFECTS	MITIGATION	AREA AFFECTED (hectares)	IMPACT DURING CONSTRUCTION			IMPACT DURING OPERATION		
				MAGNITUDE (major / moderate / minor / negligible or adverse or beneficial)	SENSITIVITY (high / medium / low)	SIGNIFICANCE (very large / large / moderate / slight / neutral – negative or positive)	MAGNITUDE (major / moderate / minor / negligible – adverse or beneficial)	SENSITIVITY (high / medium / low)	SIGNIFICANCE (very large / large / moderate / slight / neutral – negative or positive)
Esso Petrol filling station NT22553 NT175447 NT266096	<ul style="list-style-type: none"> no loss of land access restricted to left in, left out movements only during construction and operational period 	<ul style="list-style-type: none"> improvements to road will leave services station with improved access radii from and on to A453 	0	negligible	low	slight negative	negligible	low	slight negative
Plots 6/3n & m Grasby Walk (within Clifton Conservation Area) n.b. land owned by Nottingham City Council	<ul style="list-style-type: none"> loss of tree planted area fronting onto Grasby Walk construction of service road from Glapton Lane to Four Winds care home to replace Grasby Walk loss of tree and grass area to road widening and improved Green Lane junction. 	<ul style="list-style-type: none"> provision of new service road to the two care homes will provide road frontage direct to all properties on Grasby Walk 	0.1660	minor adverse	medium	slight negative	minor adverse	medium	slight negative
Clifton Village Green NT405885	<ul style="list-style-type: none"> minor alterations to existing footway and junction radii but avoids the Village Green widened highway grass verge to be provided within the Village Green 	<ul style="list-style-type: none"> construction of new footway and cycle way across frontage to Village Green approximately 50m² of new highway grass verge will become part of the Village Green 	0	negligible	high	slight negative	negligible	high	slight positive

DESCRIPTION OF UNIT (including land ref. where known)	MAIN ENVIRONMENTAL EFFECTS	MITIGATION	AREA AFFECTED (hectares)	IMPACT DURING CONSTRUCTION			IMPACT DURING OPERATION		
				MAGNITUDE (major / moderate / minor / negligible - adverse or beneficial)	SENSITIVITY (high / medium / low)	SIGNIFICANCE (very large / large / moderate / slight / neutral - negative or positive)	MAGNITUDE (major / moderate / minor / negligible - adverse or beneficial)	SENSITIVITY (high / medium / low)	SIGNIFICANCE (very large / large / moderate / slight / neutral - negative or positive)
Baird House and Four Winds Care Homes NT50051	<ul style="list-style-type: none"> loss of existing access direct onto A453 minor increase in journey times to and from care homes with traffic routes via Glapton Lane rather than direct from A453 improved safety for access in and out of homes via new service road left in, left out restriction from commencement of development 	<ul style="list-style-type: none"> provision of separate service road for both homes via Glapton Lane & Grasby Walk 	0	minor adverse	high	slight negative (due to construction of new access road and left in / out restrictions)	moderate beneficial	high	moderate positive (due to improved access arrangements)
Nottingham Trent University NT360811	<ul style="list-style-type: none"> loss of land on road frontage closure of central access point left in, left out restriction on all access points from commencement of construction access new junction at northern access allowing all but right out movement 	<ul style="list-style-type: none"> new signal controlled junction at northern entrance compared to existing new landscaping proposed for frontage 	0.3 (0.29 temporary)	minor adverse	low	slight negative	minor adverse	low	slight negative

DESCRIPTION OF UNIT (including land ref. where known)	MAIN ENVIRONMENTAL EFFECTS	MITIGATION	AREA AFFECTED (hectares)	IMPACT DURING CONSTRUCTION			IMPACT DURING OPERATION		
				MAGNITUDE (major / moderate / minor / negligible or adverse or beneficial)	SENSITIVITY (high / medium / low)	SIGNIFICANCE (very large / large / moderate / slight / neutral – negative or positive)	MAGNITUDE (major / moderate / minor / negligible – adverse or beneficial)	SENSITIVITY (high / medium / low)	SIGNIFICANCE (very large / large / moderate / slight / neutral – negative or positive)
Thrumpton Village	<ul style="list-style-type: none"> no loss of land removal of access at Canterbury House (north of Thrumpton) Left in, left out restrictions onto A453 during construction phase 	<ul style="list-style-type: none"> the existing A453 alignment will be maintained as an NMU route and local road for Thrumpton and Barton in Fabis connecting to the A453 at West Leake junction and Mill Hill junction 	0	negligible	medium	slight negative	negligible	medium	slight negative
Barton in Fabis	<ul style="list-style-type: none"> no loss of land closure of Barton Lane to motorised traffic between Barton and Nottingham Road removal of access at Canterbury House (north of Thrumpton) 	<ul style="list-style-type: none"> the existing A453 alignment will be maintained as an NMU route and local distributor road between Thrumpton and Barton in Fabis connecting to the A453 at West Leake junction and Mill Hill junction NMU underpass created to allow access for NMUs between Barton Lodge and Nottingham Road 	0	negligible	medium	slight negative	negligible	medium	slight negative
Meden Close	<ul style="list-style-type: none"> loss of parts of gardens of nos. 1,3,5,7, adjacent to A453 	<ul style="list-style-type: none"> new boundary fencing some properties on Meden Close are owned by DfT 	0.04	minor adverse	high	slight negative (as land is already in DfT control)	minor adverse	high	slight negative (as land is already in DfT control)

DESCRIPTION OF UNIT (including land ref. where known)	MAIN ENVIRONMENTAL EFFECTS	MITIGATION	AREA AFFECTED (hectares)	IMPACT DURING CONSTRUCTION			IMPACT DURING OPERATION		
				MAGNITUDE (major / moderate / minor / negligible or adverse or beneficial)	SENSITIVITY (high / medium / low)	SIGNIFICANCE (very large / large / moderate / slight / neutral – negative or positive)	MAGNITUDE (major / moderate / minor / negligible – adverse or beneficial)	SENSITIVITY (high / medium / low)	SIGNIFICANCE (very large / large / moderate / slight / neutral – negative or positive)
Nobel Road Estate	<ul style="list-style-type: none"> no loss of land or access diverted services from A453 to be installed along Nottingham Road between proposed NET site and Crusader Roundabout 	<ul style="list-style-type: none"> no mitigation proposed traffic control to be in place as necessary whilst services are being installed in Nottingham Road 	0	negligible	high	slight negative	negligible	high	slight negative
Hartness Road / Pieris Drive Estate	<ul style="list-style-type: none"> no loss of land or access 	<ul style="list-style-type: none"> appropriate traffic controls during construction period. 	0	negligible	high	slight negative	negligible	high	slight negative
Garrett Grove Estate	<ul style="list-style-type: none"> no loss of land access from Garrett Grove to be restricted to left in, left out only field gates on Garrett Grove to be used for access to fair 	<ul style="list-style-type: none"> provision of improved roundabouts at green lane junction and Crusader roundabout will reduce impact on restricted access 	0	negligible	high	slight negative	negligible	high	slight negative
Gardendale Avenue Estate	<ul style="list-style-type: none"> no loss of land or restrictions to access 	<ul style="list-style-type: none"> none proposed 	0	negligible	high	slight negative	negligible	high	slight negative
Peacock Crescent Estate	<ul style="list-style-type: none"> loss of a small areas of land for a turning head adjacent to Baird House care home left in, left out restriction on access to and from A453 	<ul style="list-style-type: none"> no mitigation proposed 	0.01	negligible	high	slight negative	negligible	high	slight negative

DESCRIPTION OF UNIT (including land ref. where known)	MAIN ENVIRONMENTAL EFFECTS	MITIGATION	AREA AFFECTED (hectares)	IMPACT DURING CONSTRUCTION			IMPACT DURING OPERATION		
				MAGNITUDE (major / moderate / minor / negligible or adverse or beneficial)	SENSITIVITY (high / medium / low)	SIGNIFICANCE (very large / large / moderate / slight / neutral – negative or positive)	MAGNITUDE (major / moderate / minor / negligible – adverse or beneficial)	SENSITIVITY (high / medium / low)	SIGNIFICANCE (very large / large / moderate / slight / neutral – negative or positive)
Sturgeon Ave Estate	<ul style="list-style-type: none"> no loss of land to scheme or restrictions on access new left turn form Farnborough Ave on to A453 west bound will be an improvement 	<ul style="list-style-type: none"> no mitigation proposed 	0	negligible	high	slight negative	negligible	high	slight negative
General Services / Statutory Undertakers Services	<ul style="list-style-type: none"> overhead services to be relocated where necessary at the expense of scheme. 	<ul style="list-style-type: none"> between Mill Hill and Crusader Roundabout services will be re-routed 	0	negligible	low	slight negative (due to need to reroute services)	negligible	low	neutral
3G Telecom-communications Mast – Farnborough Road Junction	<ul style="list-style-type: none"> existing mast location to be lost to new roundabout 	<ul style="list-style-type: none"> alternative locations to be made available on public land around the redesigned junction 	0	Major adverse	medium	moderate negative	negligible	medium	neutral

Table 2.6.6: Assessment of the Main Effects on Agricultural Properties - Summary Table

Description of Unit (including land reference in draft order)	Main Effects	Mitigation	Farmed Area Affected (Lost from Agricultural Production)	Impact During Construction	Impact During Operation
			Hectares		
Plot Refs 1/1 & 2/3 Coaker, Mr C H C	<ul style="list-style-type: none"> • Agricultural land (owned) lost from production • Agricultural land (owned) and rented by Messrs White lost from agricultural production • Reduction in MII • Reduced yield / risk of flooding on land and to be used as flood plain compensation works. 	<ul style="list-style-type: none"> • Access maintained to access all land via B1 Cattle Creep Underpass 	1.51 ha	<p>MINOR ADVERSE</p> <ul style="list-style-type: none"> • Assuming access permitted through B1 Cattle Creep Underpass during construction 	NEUTRAL
Plot Ref 1/3 White, Mr W R & Mr J H	<ul style="list-style-type: none"> • Agricultural land (owned and tenanted) lost from production • Reduction in MII • Increased proximity of A453 to Long Lane Farmhouse and Farm Buildings • Access to Dowell's Barn created adjacent to Long Lane Farmhouse. • Increased proximity of realigned footpath L60 to Long Lane Farmhouse • More complex access arrangements over A453 during construction period 	<ul style="list-style-type: none"> • Access maintained to all land via Long Lane Bridge • Access maintained over A453 during construction 	2.59 ha	<p>MINOR ADVERSE</p> <ul style="list-style-type: none"> • Assuming access permitted over A453 / Long Lane Bridge during construction 	MINOR ADVERSE

Description of Unit (including land reference in draft order)	Main Effects	Mitigation	Farmed Area Affected (Lost from Agricultural Production) Hectares	Impact During Construction	Impact During Operation
Plot Refs 1/4 & 2/1 The Sally Jayne Warwick Trust & Mr J S Warwick (Tenant)	<ul style="list-style-type: none"> • Agricultural land (owned and tenanted) lost from production • Reduction in rental income to the Sally Jayne Warwick Trust • Loss of direct access to the A453 	<ul style="list-style-type: none"> • Access maintained to all land via Long Lane Bridge 	1.45 ha	MINOR ADVERSE <ul style="list-style-type: none"> • Assuming access permitted over A453 / Long Lane Bridge during construction 	MINOR ADVERSE
Plot Ref 2/2 Trustees of the Soar Settlement	<ul style="list-style-type: none"> • Agricultural land (owned and tenanted by Mr Codd) lost from production • Reduction in rental income • Large % land take in relation to land owned • Loss of direct access to the A453 	<ul style="list-style-type: none"> • Access maintained to all Land via Long Lane Bridge 	0.58 ha	MINOR ADVERSE <ul style="list-style-type: none"> • Assuming access permitted over A453 / Long Lane Bridge during construction 	MINOR ADVERSE
Plot Ref 1/5 Curzon Coaker Trust	<ul style="list-style-type: none"> • Agricultural land (owned and tenanted) lost from production • Reduction in rental income / return from Mr C H C Coaker 	<ul style="list-style-type: none"> • None 	1.65 ha (flood plain compensation)	MODERATE ADVERSE <ul style="list-style-type: none"> • Impact upon agricultural land 	MODERATE ADVERSE <ul style="list-style-type: none"> • Impact upon agricultural land

Description of Unit (including land reference in draft order)	Main Effects	Mitigation	Farmed Area Affected (Lost from Agricultural Production) Hectares	Impact During Construction	Impact During Operation
Plot Ref 1/6 Cott Beverages Ltd	<ul style="list-style-type: none"> Loss of land designated for Employment in Local Plan to flood plain compensation area 	<ul style="list-style-type: none"> None 	0.62 ha (flood plain compensation)	<p>MAJOR ADVERSE</p> <ul style="list-style-type: none"> Impact on committed employment site <p>MODERATE ADVERSE</p> <ul style="list-style-type: none"> Impact upon agricultural land 	<p>MAJOR ADVERSE</p> <ul style="list-style-type: none"> Impact on committed employment site <p>MODERATE ADVERSE</p> <ul style="list-style-type: none"> Impact upon agricultural land
Plot Ref 2/7 Osborne, Mr M R & Mrs M E	<ul style="list-style-type: none"> Agricultural land (owned and tenanted) lost from production Increased proximity of A453 to Riverside Farm Reduction in MII 	<ul style="list-style-type: none"> Access maintained to all land 	5.27 ha	MINOR ADVERSE	MINOR ADVERSE
Plot Ref 2/8 Morley, Messrs J J & R S	<ul style="list-style-type: none"> Agricultural land owned by E.ON and rented by Messrs J J & RS Morley lost from production Reduction in MII Loss of direct access from the A453 Revised access to Red Hill 	<ul style="list-style-type: none"> New access to be created as part of Parkway proposals will link Redhill Marina to the A453 and Ratcliffe on Soar 	1.59 ha	<p>MINOR ADVERSE</p> <ul style="list-style-type: none"> Assuming access to Red Hill maintained at all times during construction 	NEUTRAL

Description of Unit (including land reference in draft order)	Main Effects	Mitigation	Farmed Area Affected (Lost from Agricultural Production) Hectares	Impact During Construction	Impact During Operation
Plot Refs 2/10 & 3/1 EON UK PLC	<ul style="list-style-type: none"> • Agricultural land (owned and let to Mrs Mr & Mrs M E Osborne) lost from production • Reduction in rental income 	<ul style="list-style-type: none"> • Access maintained to all land 	4.64 ha (agricultural tenanted land)	MINOR ADVERSE	NEUTRAL
Plot Ref 3/2 Joniroke Enterprises	<ul style="list-style-type: none"> • Agricultural land lost from production owned by Joniroke Enterprises and farmed by J M & K Towers • Loss of direct access to the A453 at Thrumpton • Reduced rental income 	<ul style="list-style-type: none"> • Access maintained to all land 	1.79 ha (agricultural tenanted land)	MINOR ADVERSE	MINOR ADVERSE
Plot Ref 3/3 Roy Towers	<ul style="list-style-type: none"> • Land lost on a temporary basis for a contracted temporary working area 	<ul style="list-style-type: none"> • None 	0.059 (contracted temporary working area)	MINOR ADVERSE Land take temporary during construction only	NEUTRAL
Plot Refs 3/5 & 4/1 Towers, John, Margaret & Keith	<ul style="list-style-type: none"> • Agricultural land (owned and tenanted) lost from production • Reduction in MII • Loss of direct access to the A453 at Thrumpton 	<ul style="list-style-type: none"> • Access maintained to all land 	8.53 ha	MINOR ADVERSE	MINOR ADVERSE

Description of Unit (including land reference in draft order)	Main Effects	Mitigation	Farmed Area Affected (Lost from Agricultural Production) Hectares	Impact During Construction	Impact During Operation
Plot Ref 3/6 Manor Farm Trust	<ul style="list-style-type: none"> • Agricultural land (owned and occupied by J, M & K Towers) lost from production • Reduced rental income / return from J, M & K Towers • Loss of direct access to the A453 at Thrumpton 	<ul style="list-style-type: none"> • Access maintained to all land 	(included in plot refs 3/5 & 4/1 above)	<p>MODERATE ADVERSE</p> <ul style="list-style-type: none"> • Due to loss of direct access to business units at Thrumpton from A453 	<p>MODERATE ADVERSE</p> <ul style="list-style-type: none"> • Due to loss of direct access to business units at Thrumpton
Plot Ref 4/2 Church Farm Trust	<ul style="list-style-type: none"> • Access to business units at Manor Farm will be more complex via West Leake Junction. Access to northbound and southbound carriageway of A453 at Thrumpton lost • Agricultural land lost from production • Reduced rental income / return from J, M & K Towers • Loss of direct access to the A453 at Thrumpton 	<ul style="list-style-type: none"> • Access maintained to all land 	(included in plot refs 3/5 & 4/1 above)	<p>MINOR ADVERSE</p>	<p>MINOR ADVERSE</p>
Plot Ref 4/3 Towers, John	<ul style="list-style-type: none"> • Agricultural land (owned and occupied by J M & K Towers) lost from production • Reduced rental income / return from J, M & K Towers 	<ul style="list-style-type: none"> • Access maintained to all land 	(included in plot refs 3/5 & 4/1 above)	<p>MINOR ADVERSE</p>	<p>MINOR ADVERSE</p>

Description of Unit (including land reference in draft order)	Main Effects	Mitigation	Farmed Area Affected (Lost from Agricultural Production) Hectares	Impact During Construction	Impact During Operation
Plot Ref 4/4 Hudson, Miss E A	<ul style="list-style-type: none"> • Agricultural land (owned) lost from production • Reduction in MII • Loss of direct access to the A453 at Barton in Fabis 	<ul style="list-style-type: none"> • Access maintained to all land 	2.66 ha	<p style="text-align: center;">MINOR ADVERSE</p> <ul style="list-style-type: none"> • The units viability is not threatened further as it is not a viable unit in the first instance 	<p style="text-align: center;">MINOR ADVERSE</p> <ul style="list-style-type: none"> • The units viability is not threatened further as it is not a viable unit in the first instance
Plot Ref 4/5 David Wilson Homes	<ul style="list-style-type: none"> • Agricultural land (owned) lost from production • Reduction in MII • Loss of direct access to the A453 at Barton in Fabis • More complex access to Glebe Farm 	<ul style="list-style-type: none"> • Access maintained to all land • Barton in Fabis Underpass 	3.35 ha	<p style="text-align: center;">MODERATE ADVERSE</p>	<p style="text-align: center;">MODERATE ADVERSE</p>
Plot Ref 4/6 Barton in Fabis Church	<ul style="list-style-type: none"> • Agricultural land (rented by J H Plowright) lost from production 	<ul style="list-style-type: none"> • All land to be taken 	0.51 ha	<p style="text-align: center;">NOT ASSESSED (All land to be taken with no objection)</p>	<p style="text-align: center;">NOT ASSESSED (All land to be taken with no objection)</p>
Plot 4/7 J A Wells Ltd	<ul style="list-style-type: none"> • Agricultural land lost from production • Reduction in MII 		0.54 ha	<p style="text-align: center;">MINOR ADVERSE</p>	<p style="text-align: center;">NEUTRAL</p>

Description of Unit (including land reference in draft order)	Main Effects	Mitigation	Farmed Area Affected (Lost from Agricultural Production) Hectares	Impact During Construction	Impact During Operation
Plot Refs 5/1, 5/4 & 6/1 J H Plowright Trust	<ul style="list-style-type: none"> • Agricultural land (owned) lost from production • Reduction in MII <p>Loss of direct access to the A453 at Barton in Fabis</p>	<ul style="list-style-type: none"> • Access maintained to all land • Barton in Fabis Underpass 	12.01 ha	<p>MODERATE ADVERSE</p> <ul style="list-style-type: none"> • Assuming access maintained over A453 during construction 	MODERATE ADVERSE
Plot Ref 5/3 Plowright, Mrs D M Farmed by Simon Plowright	<ul style="list-style-type: none"> • Agricultural land (owned and occupied by Messrs Paul and Simon Plowright) lost from production • Loss of direct access to the A453 at Barton in Fabis 	<ul style="list-style-type: none"> • Access maintained to all land • Barton in Fabis Underpass 	2.71 ha	<p>MODERATE ADVERSE</p> <ul style="list-style-type: none"> • Assuming access maintained over A453 during construction 	MODERATE ADVERSE
Plot Ref 5/2 Plowright, Paul, Simon & Mrs D A	<ul style="list-style-type: none"> • Agricultural land (owned) lost from production • Reduction in MII • Loss of direct access to the A453 at Barton in Fabis 	<ul style="list-style-type: none"> • Access maintained to all land • Barton in Fabis Underpass 	1.47 ha	<p>MODERATE ADVERSE</p> <ul style="list-style-type: none"> • Assuming access maintained over A453 during construction 	MODERATE ADVERSE
Plot Ref 6/2M Nottingham City Council	<ul style="list-style-type: none"> • Agricultural land (tenanted) lost from production • Reduction in rental income 	<ul style="list-style-type: none"> • Access maintained to all land 	Only tenanted land assessed	MINOR ADVERSE	NEUTRAL

Description of Unit (including land reference in draft order)	Main Effects	Mitigation	Farmed Area Affected (Lost from Agricultural Production) Hectares	Impact During Construction	Impact During Operation
Plot Ref 6/2M Nottingham City Council – Occupied by Mr Codd	<ul style="list-style-type: none"> • Agricultural land (owned by Nottingham City Council and occupied by Mr Codd) lost from production • Reduction in MII for Mr Codd 	<ul style="list-style-type: none"> • Access maintained to all land 	0.76 ha	MINOR ADVERSE	NEUTRAL
Plot Ref 6/2F Nottingham City Council – Occupied by Mr Marshall	<ul style="list-style-type: none"> • Agricultural land (owned by Nottingham City Council and occupied by Mr Marshall) lost from production • Reduction in MII for Mr Marshall 	Access maintained to all land	1.31 ha	MINOR ADVERSE	NEUTRAL