



F.A.O: Nigel Bryan
Planning,
Civic Centre,
Arnot Hill Park,
Arnold,
Nottingham,
NG5 6LU

9th October 2019

Dear Nigel,

RE: Mixed use residential led development, Land at Top Wighay Farm, Linby – Town and Country Planning Act (Environmental Impact Assessment) (England and Wales) Regulations 2017 EIA Scoping Opinion

Linby Parish Council have considered the scoping report related to the environmental information that should be included and raise the following points to identify key issues, opportunities and constraints:

General:

- Paragraph 2.11 and 2.12 set the development parameters and deliverable outcomes for any future planning application. These should be informed by the following policies in the Linby Neighbourhood Development Plan:
 1. DES1: Design;
 2. NE2: Landscape and Rural Character;
 3. TRA1: Traffic and Transport;
 4. EMP2: Employment; and
 5. DC1: Developer Contributions.

- As part of the Landscape and Visual Issues section, paragraph 3.38 concludes the policy review with the Local Plan. The Linby Neighbourhood Development Plan should also be included here siting relevant policies which include:
 1. DES1: Design;
 2. NE1: Habitats, Trees and Hedgerows; and
 3. NE2: Landscape and Rural Character.

- Paragraph 3.91 states that archaeology and built heritage will be discussed in the Environmental Statement chapter and goes on to list in paragraph 3.93 the relevant Local Plan policies applicable. Again, the Linby Neighbourhood Development Plan should also be included here, specifically Policy CBH2: Historic Character.
- In paragraph 5.2 a list of statutory and other consultees is made. Linby Parish Council would welcome the opportunity to be included in any future consultation.

Environment:

- The Ecological Constraints and Opportunities Plan, does highlight some positive natural elements. However earlier in the report there are the identified mature hedgerows, which are not marked on the plan. These are important wildlife corridors and should be assessed for their environmental landscape, habitats and wildlife value to inform which should be retained within any future development proposal inline with policy NE1: Habitats, Trees and Hedgerows of the Linby Neighbourhood Development Plan.
- The future development of the site provides an opportunity to develop new green spaces for the existing and future communities of Linby. This is supported by the Parish Council who would be pleased to participate and support meaningful, informed future consultation and engagement in the design and development process.
- Relevant legislation, standards and guidance relating to noise and vibration are set out in paragraphs 3.174 to 3.191. The Linby Neighbourhood Development Plan policy EMP2: Employment, should also be sited here.
- In the Hydrology, flood risk and drainage section reference should also be made to policy NE2: Landscape and Rural Character of the Linby Neighbourhood Development Plan. This should also be applied to any future development proposal. There is also a wider opportunity to integrate SuDS and water management systems into natural environment assets.

Transport and Access:

- Paragraph 3.10 lists relevant policy and guidance. As part of the evidence base for the Linby Neighbourhood Development Plan, the Linby Traffic and Transport Assessment, 2017 should also be included. The report can be viewed at: <https://linby.org.uk/perch/resources/traffic-and-transport-assessment.pdf>.
- The Linby Traffic and Transport Assessment, 2017 also provides some baseline data that may be useful. It highlights key local concerns and highways assessments specifically related to any future development of the site. The report highlights that:

“It is clear from the background work carried out to prepare the Plan that there have been significant road safety issues on the B6011. It is however acknowledged that changes to the speed limits on the B6011 introduced in response to these issue, have improved the situation over recent years.

On Wighay Road there are opportunities to introduce complimentary traffic calming measures to encourage lower vehicle speed and provide a more balanced highway environment for all road users.

These measures would also compliment the improved footway/cycleway on the northern side of Wighay Road, included in the Development Brief for Top Wighay Farm.”

This is a potential opportunity to further explore and mitigate evidenced highways concerns identified through the preparation of the Neighbourhood Development Plan.

Furthermore, within the report there are two key policies that should be considered. These are T5- Wighay Road Highway Schemes and T6- Waterloo Road/Wighay Road Cycle Link.

- Further highways opportunities have also been described in Appendix A – Concepts for Road Management Structure, 2017 that accompanies the Linby Traffic and Transport Assessment. This report identifies these, stating that:

“In view of the future increases in traffic and pedestrian activity resulting from development the following measures should also be considered:

- *Existing footways on the northern side of Wighay Road are narrow in places (variable). Some improvements have been carried out as part of recent residential development. There may be opportunity to provide additional width in some locations by utilising space between the back of the footway and the existing highway boundary.*
- *In addition to the above, consideration should be given to providing new shared footway/cycleway along the northern side of the road as part of future development proposals, consistent with the requirements of the Top Wighay Farm Development Brief.*
- *Facilities to assist pedestrians to cross the road should be provided. Refuges or similar, located close to bus stops and future pedestrian/cycle access to development sites would be appropriate;*
- *Provision of formal pedestrian crossings at the western end of Wighay Road is also sought by the Parish Council; Proposal for an extension to the Strata Homes development (at the time of writing) includes a pedestrian link to Wighay Road, to the west of Ward Avenue. It appears feasible to locate a signal controlled crossing at this location;*

- *In tandem with the reduction of the speed limit from 40 to 30-mph, the installation of formal traffic calming/speed reducing devices should also be considered to enforce the speed limit.”*

The document can be viewed at:

<https://linby.org.uk/perch/resources/appendix-a-concepts-for-road-management-strategy-1.pdf>

Our advice as to your scoping report, relating to environmental information that should be included is summarised as:

- Ensure that where reference has been made to Local Plan policy any relevant policies of the Linby Neighbourhood Development Plan are also included.

The Linby Neighbourhood Development Plan must also be included as it forms part of the statutory development plan for the area. It is acknowledged that in paragraph 3.10 the document is listed as relevant policy and guidance, however this is not reflected as part of the statutory development plan throughout the report. Specific policies and areas have been identified for ease earlier in this response.

Our advice on additional information that should be submitted in support of any future planning application for the proposed development is summarised as:

- Details of how development must incorporate sustainable transport provision;
- Ecological and habitat mapping of hedgerows to inform landscaping plans; and;
- A development brief.

We look forward to participating in future consultation as the development proposal progresses.

Yours faithfully

Denise Ireland
Chairman - Linby Parish Council