

6 July 2009

Customer Relations Team  
The Football Association  
25 Soho Square  
London  
W1D 4FA

Dear Sirs

## **Nottingham's proposal to host World Cup games in 2018**

I would be grateful if you could pass this letter onto the team who will be visiting Nottingham on July 16 to view the proposal for Nottingham to host World Cup games in 2018.

I write as a resident who will be affected by the proposed new stadium for Nottingham Forest at Holme Pierrepont and believe you may be interested in the following issues, although you will be aware of some of them.

### ***Local Authority***

Since the proposed new stadium is in Holme Pierrepont, the local planning authority is Rushcliffe Borough Council (Conservative) and the overall authority is Nottinghamshire County Council (Conservative control from June this year). Thus the main proponent, Nottingham City Council (Labour controlled), has no control over the approval of the stadium and little control over the funding of the surrounding infrastructure. Although I understand the local councils are participating in planning, it's interesting to note that only the City Council's website makes any reference to the bid.

### ***Transport***

#### **Rail**

The proposed stadium is further from the station than the existing City ground, two miles compared with one. In order to avoid supporters walking through residential areas from the railway station to the new stadium and to minimise the distance, the present footpath alongside the River Trent would have to be widened and lit at night, although local residents would probably oppose this. In addition, Rushcliffe Borough Council won't relish the bill for clearing up the litter and the police won't look forward to keeping rival supporters apart. There is no railway line passing close to the proposed site.

#### **Bus**

The existing City Ground is well served by frequent (at least every 10 minutes) double-decker buses. In addition, supporters can walk from the city centre, which is very well served by buses. Currently, the site of the proposed stadium is only served by single-decker buses serving towns and villages outside Nottingham and the no. 11 City Transport bus, which is a small single-decker. Special buses could be laid on from the city centre. All buses would get stuck in traffic jams, since there are currently no bus lanes to the proposed site.

## **Tram**

The existing tram network serves the north of the city (details at [www.thetram.net/home.asp](http://www.thetram.net/home.asp)). New lines are proposed for Beeston and Clifton, although the new Conservative County Council is withdrawing financial support for these lines. The line to West Bridgford, which could serve the new stadium, was not even considered viable, and is therefore very unlikely to be funded ([www.bbc.co.uk/nottingham/travel/trams.shtml](http://www.bbc.co.uk/nottingham/travel/trams.shtml)). Even if a tram line was built to the new stadium, trams could take ten hours to transport 25,000 spectators away from the venue, based on the maximum capacity of a tram being 200 passengers and a frequency of five minutes.

## **Road**

Three primary routes serve the proposed site:

### **A52 to Grantham.**

This is a dual carriageway road, which becomes a tortuous single carriageway after two miles. It links Nottingham to the A1, Grantham and the East Coast.

### **A52 Ring Road**

This is a busy single carriageway road, known as the Gamston Lings Bar Road. It joins the dual carriageway Nottingham Ring Road after about two miles. However the Nottingham Ring Road has many roundabouts and traffic lights, unlike the southern Leicester Ring Road (A46) which is a continuous dual carriageway with slip-roads.

It is the A52 Ring Road which would link the new stadium to the M1 motorway and East Midlands Airport, via the A453 which is currently a very busy single carriageway road. The A453 is due to be converted to dual carriageway, which would be essential to take the football supporters to the stadium, or nearby car parks, without excessive delay. However, in the opinion of Kenneth Clarke (MP for Rushcliffe and shadow business secretary), the government might have to withdraw funding due to the present economic circumstances.

Even if the A453 were to be improved, the Gamston Lings Bar road would have to be converted to dual carriageway and there would still be many traffic lights and roundabouts between the motorway and new stadium.

### **A6011 Radcliffe Road.**

This is a single carriageway road which links the proposed site to Trent Bridge (for possible parking on the embankment), railway station and city centre. It is busy, with many traffic lights and currently becomes congested on match days. While it could be widened to accommodate a bus lane, this would not be easy and would be unpopular with residents.

### **Proposed fourth Trent crossing**

A new bridge crossing the River Trent between the Nottingham Racecourse and A52 roundabouts was in the county structure plan for many years. While it would provide another road to the stadium, it has been dropped, as it would only move a traffic jam to the northern side of the river and funding could not be found. It was opposed by the City Council.

## ***Parking***

Many supporters' cars are parked on the Trent Embankment, which is an open area with a wide road close to the City Ground on the other side of Trent Bridge. However, many cars

are also parked on streets close to the ground, which causes much aggravation with affected residents.

The proposed stadium has no convenient parking nearby, although parking might be available using a proposed park-and-ride site. During the World Cup parking at the stadium would probably be reserved for officials' cars and supporters' coaches, and supporters would probably park their cars on the residential streets of Gamston and West Bridgford.

While it might be possible to set up park-and-ride car parks for the duration of the World Cup, it is difficult to see how the buses from these sites would avoid traffic congestion around the stadium. The closing of roads would probably not be a practical alternative, as there are few alternative routes.

### ***Commitment to the new stadium by the developers***

There is a view locally that the developers are using the new stadium to support a retail park, which is their real aim. There seems some justification in this view, since the original proposed site of the new stadium was much closer to the M1, on the south west side of the city. However, it was only adjacent to Clifton, the largest council estate in Europe when built. The proposed new stadium, and retail park, is adjacent to West Bridgford, one of the wealthiest suburbs in the East Midlands.

### ***Opposition***

The following organisations may oppose the new stadium. Although this opposition could be overcome, it would delay building work and add to the overall cost.

#### **Local residents**

The parking problems and noise, especially from 'pop' concerts which would probably be held at the stadium, will result in much local opposition from residents within Gamston and West Bridgford. An organisation set up to oppose development on local land (F.I.E.L.D.S) has already had a major impact on the removal of the fourth Trent crossing from the local plans and is funded and ready to fight this development.

In addition, the development would remove a permanent caravan park at *Greenacres*, prompting objections from these residents.

#### **English Heritage**

Simkins Farm (OS map reference 599383) is a grade II listed building, which would be severely affected by the new stadium. Depending on the extent of the development surrounding the proposed stadium, it is possible that Holme Pierrepont Hall (OS 626393) and the adjacent church might be affected and these are grade I listed properties.

#### **Skylarks**

Skylarks Holiday Home for the Disabled (OS 602384), run by Vitalise, would also be affected by the new stadium. I presume the developers would pay for its relocation.

#### **Local sports clubs**

New sports facilities have just been built for local clubs on the Gresham Playing fields (OS 602377). It is ironic that one new football pitch will destroy several others.

## **Environment Agency**

The proposed new stadium and retail park are on the Trent flood plain. The land on which the development will be built, including the Gresham Playing fields, becomes waterlogged during periods of heavy rain. In addition, the development will cover land that at present slows run-off into local watercourses and the Trent.

## **Archaeologists**

The new stadium is near the site of the village of Adbolton and Roman remains have been found locally. Archaeological trenches were dug before the nearby earth flood defences were raised last year, in order to check no ancient sites were disturbed.

## **Nottingham City Shops**

Any proposed retail development alongside the stadium will be opposed by many Nottingham City shops, since it would take trade away from them.

I hope that raising these issues has proved useful. Looking at them, I am amazed that a site to the east of the city is seriously being considered, since the original proposal on the western side would have been at the end of a viable tram route and nearer to the M1, East Midlands Parkway Station and East Midlands Airport.

If you require any further information please contact me by e-mail at *[email address removed]*. Should you want an electronic version of this letter please let me know.

Could you please acknowledge receipt of this letter by e-mail?

Yours faithfully

*A Lady Bay resident*

A copy of this letter is being sent to my MP (Kenneth Clarke) and my local council representatives, Mrs K Cutts (Nottinghamshire County Council) and Messrs Cooper and Hemsley (Rushcliffe Borough Council).